



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

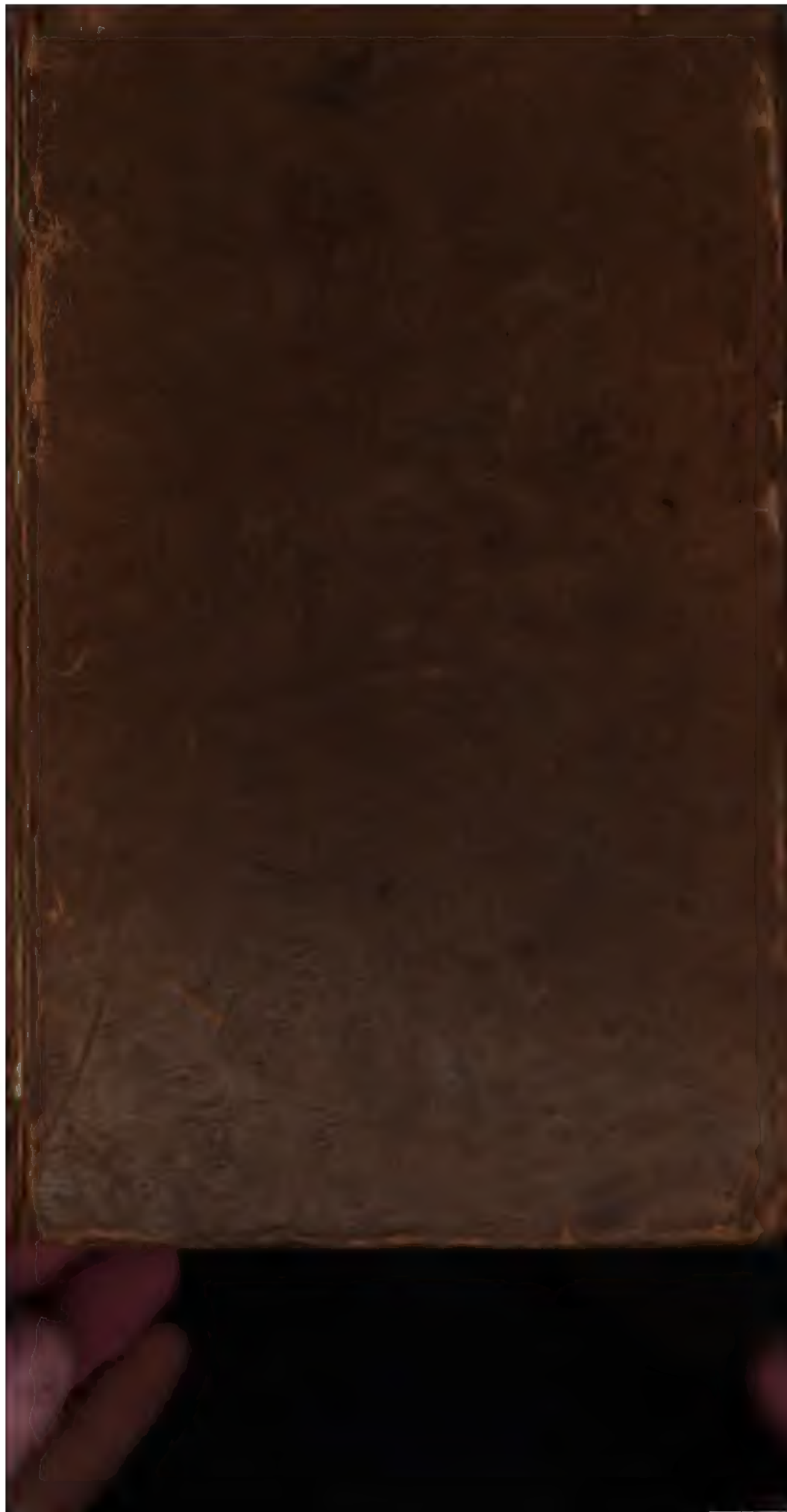
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



359.42

C483

V.5



STANFORD UNIVERSITY LIBRARY















The reverse side of the medal

*A Gold Medal given by the Parliament to CAPT. WILLIAM HADDOCK as a reward for his Gallantry in the  
Memorable Action with the Dutch Fleet in 1682.*

*Captain William Haddock was the Grandfather of Admiral Nicholas Haddock. The Medal is now in the possession of the Admiralty.*

*Published as the Act of the Admiralty in 1782.*

# BIOGRAPHIA NAVALIS;

OR,

*IMPARTIAL MEMOIRS*

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

*FROM THE YEAR 1660 TO THE PRESENT TIME;*

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A  
CHRONOLOGICAL ARRANGEMENT.

---

---

By JOHN CHARNOCK, Esq.

---

---

WITH PORTRAITS, AND OTHER ENGRAVINGS,  
By BARTOLOZZI, &c.

---

---

Nautæque, per omne  
Audaces mare qui currunt, hâc mente laborem  
Sese ferre, senes ut in otia tuta recedant.

HORACE, Sat. 1. Lib. 1.

---

VOL. V.

BEING THE FIRST VOLUME OF THE CONTINUATION.

---

---

LONDON:

PRINTED FOR R. FAULDER, BOND-STREET.

1797.  
S<sub>r</sub>



311905

YNA 481 08070

• 1 •

# BIOGRAPHIA NAVALIS, &c.

1740.

**A** LLEN, ROBERT, was the second son of captain William Allen, unhappily killed, in 1696, on board the Bonadventure, and of whose gallantry on that occasion we have already given a short account, (vol. ii. p. 406.) This gentleman was born in 1689, and was on board his father's ship at the time of the encounter which proved fatal to him, leaving this gentleman, his son, then scarcely eight years old. Pursuing the same profession with much eagerness, and nothing intimidated at the disaster which had befallen his parent, he was very deservedly patronized, early in life, by admiral Hopson, and promoted, through that gentleman's recommendation, aided by his own deserts, to be second lieutenant of the Reserve. No other mention is made of him till the year 1711, when he was appointed first lieutenant of the Norfolk, a large third rate. Without friends, and, consequently, without interest, he continued a lieutenant for nearly thirty years after this time, but during this very mortifying period held various appointments, as first lieutenant of different ships. Those particularly mentioned were, the Sterling Castle, his commission for which he received in 1726: in the following year he was removed into the Lion: and, in 1728, into the Breda. In 1733, he was made lieutenant of the Berwick: and, lastly, in 1737, of the Gloucester. Having at length sufficiently attracted the notice of his supe-

superiors by his long and very meritorious service, he was, on May 8, 1740, promoted to be captain of the Biddeford frigate, though in some accounts he is erroneously stated as captain of the Lyme a short time before the above date. In the Biddeford he continued only till July following, and was then promoted to the Rochester, a fourth rate of fifty guns; in which ship he remained till the ensuing year; he was then made captain of the Royal Sovereign, a first rate, fitted as a flag-ship: but, in 1742, was removed into the Charlotte-yacht. In the month of September 1745, he was appointed to the Somerset; in which command he remained only till the month of November following, and then honourably retired from the line of active service, on being made captain of the Mary yacht. We have no other intelligence concerning him, except that he died in the course of the year 1752, to that time retaining his last appointment.

**BALCHEN**, George,—was the only son of the brave and unfortunate sir John Balchen, knight\*, born sometime in the year 1717. Having, according both to report and every probable conjecture, been brought up and properly instructed in the several necessary duties of an officer under the immediate eye of his worthy parent, he was, on the 12th of September 1740, promoted to be captain of the Greyhound. In 1742 he was captain of the Folklstone, of 44 guns, on the Mediterranean station, and bore a distinguished share, under the command of commodore Barnett†, in the encounter with the chevalier de Caylus. After his return to England he was promoted to the Pembroke, and ordered to the West Indies, where unhappily in the prime of life, being only twenty-eight years old, he died, universally regretted, on the 18th of December 1745, having not long survived the unhappy fate of his gallant father‡.

**BERTIE**, Lord Montague§, was the second son of Robert,

\* See Vol. iii. p. 155.

† See vol. iv. p. 212.. Commodore Barnett is there erroneously stated to have had with him another ship of the line; but we now find this ship to have been the Folklstone.

‡ Ibid. p. 162.

§ This family originally came into England, from Bertiland in Prussia, when the Saxons first invaded this nation; and by the gift of one

**Robert**, first duke of Ancaſter, &c. and Albinia his ſecond wife, daughter to major-general William Farrington, of Chiſelhurſt, in the county of Kent. He was, on the 18th of July 1740, appointed captain of the *Lyme* frigate; in which ſhip he continued during all or the greater part of the following year: but no other mention is any where made of him as a naval officer. He married **Elizabeth**, daughter of William Piers, eſq. member of parliament for Wells, in the county of Somerſet, by whom he had two daughters. He died of a dropſy on the 12th of December 1753, and was buried at Chiſelhurſt aforeſaid.

**BOLTON**, Harry Powlet, Duke of,—was the ſecond ſon of Harry, the fourth perſonage who was inveſted with that high title. On the 15th of July 1740, he was promoted from the rank of lieutenant to the command of the *Port Mahon*, of 24 guns. He was employed in the month of November enſuing in eſcorting the *Operto* trade, as he alſo was, in the month of February 1741, in convoying that to Liſbon. From the *Folkſtone* he was ſoon advanced to the *Oxford*, of fifty guns, a ſhip on the Mediterranean ſtation. In the month of Auguſt 1742, we find him ſerving under commodore Martin, with the ſquadron ſent into Naples by admiral Mathews; the cauſe and event of which expedition have been already related at length\*. After this time he was employed with ſeveral ſmall detachments, and was preſent afterwards at the action off *Toulon*, but not engaged, the *Oxford*, with ſeveral other fifty-gun ſhips, being ſtationed as a reſerve in caſe any of the enemy's fleet ſhould be fortunate enough to force their way through the Britiſh line. After the concluſion of that unfortunate encounter,

---

one of the Saxon kings had a caſtle, and alſo a town, which was denominated from them *Bertieſted*, near *Maidſtone* in Kent, ſted and ſted denoting, in the Saxon language, a town.

It appears from an ancient manuſcript in the Cotton library, that **Leopald de Bertie** was conſtable of *Dover-caſtle* in the reign of king **Ethelred**, from whom deſcended **Hieronymus de Bertie**, founder, or at leaſt a great benefactor to one of the monaſteries in Kent, the north part of which he built at his own expence, and himſelf was buried in a chapel there, where theſe arms were put up againſt a pillar, viz. *Three Battering Rams in Pale*.

\* See the life of Mr. Martin, vol. iv. p. 72.

captain Powlet was ordered to attend the disabled ship *Marlborough* into Port Mahon. No other remarkable notice is taken of him during the time he continued on the above-mentioned station. We hear nothing more of him till the month of June 1745, when, having in the interim returned to England, he was promoted to the command of the *Sandwich*, a second rate of 90 guns: but we have no farther particulars concerning him during the time he retained that station, except his having been one of the members of the court-martial held, on board the *Sandwich*, at Spithead, in the month of June 1745, for the trial of captain Green of the *Lizard*. In 1746, he was examined as one of the witnesses on the trial of vice-admiral *Lestock*, touching his conduct in the engagement off Toulon.

His next command was the *Ruby*, a fourth rate of fifty guns. In April 1746, we find him to have been, by order, captain of the *Defiance*, of sixty guns, a ship at that time employed as a cruiser. On the 21<sup>st</sup> he fell in with and captured, after a very smart engagement, which continued two hours, a very large French frigate carrying forty guns and three hundred and sixty-five men, called the *Ambuscade*, new from the stocks. As a proof of the judicious manner in which the *Defiance* was conducted during the action, captain Powlet had only one man killed and three wounded, while the enemy had on the same occasion twenty-six. He returned afterwards, for a short time, into the *Ruby*, but was soon removed into the *Exeter*, of 60 guns, and ordered to the East Indies, where he continued to serve during the remainder of the war; but is not, far as we have been able to discover, mentioned in any other way than has been already related in the life of Mr. Boscawen\*. After his return to England † admiral

---

\* See vol. iv. p. 818. Mr. Boscawen, after the loss of the *Namur*, hoisted his flag on board the *Exeter*, and returned to England with captain Powlet. That gallant admiral is said to have declared, on all occasions, that the *Exeter* was one of the best regulated and conducted ships he had ever been on board of.

† On the 13<sup>th</sup> of May 1752, he married Mary, daughter of — Nunn, of Eltham in the county of Kent, esq. By this lady, who died May 31, 1764, and is buried at Eltham, he had one daughter, Mary-Henrietta, born October 1753, married April the 24<sup>th</sup>, 1772, John, now earl of Sandwich, and died March the 30<sup>th</sup>, 1779, in the twenty-sixth year of her age.

Griffin, who was himself tried and dismissed the service for his misconduct in the East Indies, had publicly mentioned some exceptions which he thought proper to take against captain Powlet's conduct. A court-martial was accordingly ordered to enquire into the matter: it assembled on board the Devonshire, in the river Medway, on the 1st of September 1752, admiral Townshend being the president. No person, however, appearing to substantiate the charge, it was unanimously pronounced, in the strictest sense of the word, groundless.

In the month of February 1753, he was appointed captain of the Somerset, a third rate of seventy guns, commissioned as a guard-ship at Chatham.

By the succession of his father, the lord Harry Powlet, to the dukedom of Bolton, on the 26th of August 1754, he himself became, as his second son, invested with the same honorary title. In the same year he was elected representative in parliament for the borough of Lymington, as he was, in that which succeeded, for the city of Winchester. In 1755 he was captain of the Barfleur, a second rate, one of the fleet ordered to cruise, in soundings, under the command of sir Edw. Hawke, to watch the motions of the French, whose treacherous and hostile intentions had been for some time suspected. An occurrence took place while he was thus employed which made considerable noise, and caused him to be much, and, as it appears, very undeservedly censured; a whimsical mistake in the terms used by him in his plea of defence, was humourously and *ingeniously*, though, we must own, not very fairly held out as an incontrovertible proof of the guilt of this noble person, popular opinion disdains ever to confess its error, and rather prefers calumniating the most innocent and spotless character, than foregoing a prejudice hastily, and, perhaps, very wantonly taken up.

The whole of the transaction alluded to having undergone a serious and legal investigation, we cannot, perhaps, act more fairly, than briefly to state the proceedings which took place, and the facts as given in evidence.

He was tried by a court-martial held on board the Prince George, at Portsmouth, on the 20th, 21st, and 22d of October 1755, before Henry Osborne, esq. vice-admiral of the red, on a charge of quitting his station without leave from admiral Hawke, of whose squadron the Bar-



fleur, as has been already stated, was one. Upon this trial it was proved that, on the morning of the 22d of August lord Powlett, by verbal order from sir E. Hawke, gave chase to a sail that appeared to the south-east, and continued the pursuit to leeward of the fleet from ten o'clock till twelve, when he came up and spoke with the vessel, which proved to be a friend: he then stretched away to the westward till two; and at two tacked and stood towards the fleet till seven. Some of the fleet were seen standing on one tack and some on another, so that it was doubtful whether the fleet stood east or west. Lord Powlett therefore ordered the master to set the admiral, who bore N. E. by N. about four leagues distant, but about eight o'clock, night coming on, and the Barsleur being still at a distance, he entirely lost sight of the fleet.

As the ships had been seen standing on different tacks, lord Powlett was now in doubt what was really the track of the fleet; upon which he advised with the master, and it was concluded that the most likely method to join it was to stand eastward till midnight; and then, if no part of it should be seen, to put about to the westward.

Having, in consequence of this determination, steered east till twelve at night, crowding all the sail he could, and having discovered no lights during that time, he tacked to the westward, and kept on that course till between five and six in the morning of the next day; at that time a midshipman at the mast-head called out that he saw three sail bearing about E. by N. The lieutenant of the watch concluding that these three ships were part of the fleet, immediately prepared to put about in order to join them: but while this was doing another sail was discovered from the mast-head in the south-west quarter. The lieutenant being then in doubt what course to take, went down to lord Powlett and acquainted him with what the midshipman had seen in both quarters. Lord Powlett immediately gave orders to chase the sail to the south-west, for the following reasons:

1st. He supposed her a French man of war homeward bound.

2dly. By the direction he judged her to be in with respect to the fleet, he knew there was no probability

lity that she would be spoken with by any other vessel.

3dly. Admiral Hawke had then more than double the force of any Squadron the French had at sea, and therefore lord Powlett's absence could not probably produce any ill consequence.

4thly. He imagined it to be a general rule with all commanders of a cruizing Squadron to chase every vessel that appeared; and if no ship belonging to such Squadron was, when out of sight of the admiral, to give chase, many of the enemy's ships would escape that might be easily taken. And,

5thly, He had great probability of joining the fleet next day, if the wind had shifted; and if not, of joining it at the rendezvous.

After chasing this vessel to the S. W. about three hours, another appeared to the S. E. upon which lord Powlett shaped his course between both. About six o'clock in the evening, after a chase of twelve hours the vessel first pursued made sir Edw. Hawke's distinguishing signal, and proved to be an English man of war: lord Powlett, however, still continued to stand on for some time, that if she was one of sir Edward's Squadron he might acquaint her, that on the 23d the admiral had changed his rendezvous: but the vessel still standing from him, he left her and gave chase to the other vessel which had appeared to the S. E. and about seven o'clock he found that this also was a friend: he then tacked once more, and stood to the northward to join the fleet, which he supposed to be about twenty leagues to windward of him, at the rendezvous. Early the next morning, that is to say on the 25th, the ship having steered very hard for three or four days before, the *tiller* was unshipped and the *goose-neck* shifted an inch and an half farther forward, it having born so hard upon the sweep as almost to have worn it through; and a few hours afterwards the carpenter made a report to the officer of the watch, that the *stern-post* was loose and worked very much; that the second and third *pintles of the rudder*, which had been before complained of, worked much more than they had ever yet done; and that the upper *brace* upon the *stern-post* was loose.

Upon

Upon this report lord Powlett sent the first lieutenant and master, with the carpenter, to examine whether it was well-grounded, who finding that it was, he caused the *stern-post* and standard to be *frapped* together, and both of them to be frapped to the mizen-mast. Lord Powlett also ordered the two aftermost-guns in the gun-room to be removed into the hold, to ease the weakened part of the ship. When these precautions had been taken, the ship still continued to stand to the northward till the morning of the 26th, and then tacked and stood to the eastward.

The carpenter however continued to urge the dangerous condition of the ship, so that on the 27th lord Powlett sent his two mates to examine the condition of the ship a second time. They reported, under their hands, the defects mentioned by the carpenter, and declared, that though, by the precautions that had been taken these defects were in some measure remedied: yet, if a hard gale should happen, or a rough sea, they could not answer for the consequence. Lord Powlett nevertheless still continued to stand eastward till the 28th, at noon, hoping to make sir Edward's rendezvous, having got into the latitude the evening before. But seeing nothing of the fleet after beating about several hours, and considering the report of the carpenter, the lieutenants and the master, he at length gave orders that they should steer for Spithead.

Upon hearing the evidence on both sides, by which these facts were established, the court unanimously agreed to the following resolutions:

That he did not judge and act right in giving chase, on the 24th of August, to a sail seen in the south-west, when three sail were seen in the north-east, which might probably be part of the fleet. But it having clearly appeared to them that his intentions were upright towards the service, as he had before used his utmost endeavours to rejoin the fleet, on the ~~station~~ it was, when he separated from it; and <sup>like endeavours to join</sup>

it on the  
serving  
only

; this error de  
unanimous  
he is here  
to conduct

As to his returning into port, the court are of opinion that, considering the defects of the ship's rudder, his proceeding therein was very justifiable; and therefore they do unanimously acquit him of all blame upon that account, and he is hereby acquitted accordingly.

But the report given by the carpenter of the *Barfleur* of the condition of the ship, upon which lord Powlett acted, being contradicted by the builder at Chatham, the admiralty-board thought fit to break him.

The fact, as related to us on the best and most impartial authority, appears to have been, that the gudgeons of the stern-post and rudder-pins, which worked in them above and below, became loose, one or two in the center remaining firm, this caused the cambering of the stern-post, insomuch that the ship would not steer till the goose-neck was taken off, and brought farther forward upon the sweep. The ill-judged report of the carpenter, founded on his ignorance of the real cause, gave birth to those repeated and illiberal jests which were perpetually vented by those who, on all public occasions, take upon them to decide on questions they little understand, and always prejudge according to the bias of what is called popular opinion. His lordship, completely restored both to the service, and good opinion of all unprejudiced men, was, on the 4th of June 1756, raised to the rank of rear-admiral of the blue. In 1757 he was advanced to be rear-admiral of the white, and for a short time commanded first in the Downs and afterwards at the Nore. On February 7, 1758, he was made rear-admiral of the red, but does not appear to have been invested with any command after those last-mentioned\*. He afterwards passed through the different ranks of a flag officer till he attained that of admiral of the white†. He succeeded to the title of Bolton on the death of

---

\* Admiral Boscawen, when appointed to the Mediterranean command, in 1759, desired his lordship might serve under his command. This was refused, being, as it was pretended, disagreeable to his majesty: such are the intrigues of party, and baneful effects of prejudice.

† On the 14th of February 1759, he was appointed vice-admiral of the blue, as he was of the white on the 9th of December 1760. On the 18th of October 1770, he was made admiral of the Blue. His civil offices were those of vice-admiral of the counties of Southampton and Dorset, and governor of the Isle of Wight and Carisbrooke castle, which last appointment he received in the month of December 1766, and

of his only brother, Charles, the fifth duke. His grace married, April the 8th, 1765, Catherine, daughter of Robert Lowther, esq. and sister to the present earl of Lonsdale.— By this lady he left two daughters, the lady Catherine, now countess of Darlington, and the lady Amelia. Having long enjoyed an uninterrupted tranquillity, and as much retirement as was compatible with so high a rank, he died, universally regretted and lamented by all who knew his benevolence and virtues, on the 25th day of December 1794, having attained the 75th year of his age.

COTES, Thomas,—was promoted to be captain of the York \* on the 12th of May 1740: this was one of the ships which, in the month of November following, composed the reinforcement, commanded by sir Chaloner Ogle, sent to Mr. Vernon in the West Indies, previous to the attack of Carthagena, which took place immediately subsequent to the arrival of the fleet. We find him particularly mentioned as having been one of the captains appointed to command, under Mr. Boscawen, the seamen which attacked and carried the Barradera battery. He served in the same station on a second assault, under the orders of captain Watson, the Spaniards having, by exertions almost incredible, partially restored their works. He was afterwards concerned, under Mr Knowles, in the bold and successful assault on fort St. Joseph, of which post he was left commanding officer, while his seniors in command, the captains Knowles and Watson, pushed on with the boats to board the Gallia, the Spanish admiral's flag-ship, which lay at no great distance. No material mention is made of him during the remainder of the expedition.

and did not then retain it longer than three or four years. On the 6th of April 1784, he was promoted to this office, and in addition to it, was appointed commander of the British squadron at the mouth of New Hampshire. This honour was conferred some years previous to his death; the latter he lived in the rank of a captain.

\* On the 10th of May 1740, he was promoted to the rank of captain, and on the 12th of May 1740, he was promoted to the rank of captain of the York, but did not receive the commission till the 12th of May 1740.

Captain

Captain Cotes was one of the officers ordered to remain on the West Indian station with Mr. Vernon, after the unfortunate failure of the enterprize just alluded to, and the consequent detachment of that part of the fleet ordered back to England under Mr. Lestock. Not however being in a condition for service when Mr. Vernon and sir Chaloner Ogle sailed on the expedition against St. Jago de la Vega, the York, with two other ships, the Augusta and Deptford, were left behind at Jamaica; with commodore Davers, but under orders to follow the fleet as soon as they should be equipped. The general events of war which afterwards took place in the West Indies were, with some very few exceptions, extremely uninteresting; and captain Cotes passed some years of his service in the undistinguished crowd of brave men, his contemporaries, who were employed on the same station. He continued captain of the York till the year 1745, and indeed did not return from the West Indies long before that time. After his arrival he was advanced to the Edinburgh, of seventy guns, a ship employed, during the greater part if not the whole of the following year, as a cruiser in the Channel. He met with considerable success in this occupation, having made several valuable and consequential prizes, one of which was a very large private ship of war, new from the stocks, called the Duc de Chartres, mounting thirty-two guns. He continued in the Edinburgh during the remainder of the war, always actively employed, and exerting himself on every occasion where the smallest opportunity offered of distinguishing himself. In 1746 he was commodore, or rather captain of a small squadron sent before the fleet under Mr. Lestock, to reconnoitre Port L'Orient, and inform himself of the soundings, and every other necessary particular preparatory to a descent. This appointed service he executed with such great diligence and exactness, that the subsequent failure of the expedition could not be, in the smallest degree, imputed to the omission, or want of exertion and precision on his part. In 1747 he served in the squadron under rear-admiral Hawke, and had the good fortune to be the first discoverer of L'Etendiere's squadron, which was totally defeated and nearly the whole taken.

In

...



In 1748 he was appointed commodore of a small squadron ordered out, in the month of April, to join his former admiral. When proceeding on that service in pursuance of his orders, the following occurrence took place which being certainly too honourable to his reputation and character to be omitted or slightly passed over, we have inserted the following official account of it.

“ Admiralty-office, April 4.

“ Captain Cotes, commander of his majesty’s ship the *Edinburgh*, of seventy guns, having been sent to sea with the said ship, together with the *Eagle*, *Windsor*, and *Princess Louisa*, of sixty guns each, and the *Inverness*, of twenty-four guns, in order to join sir Edward Hawke, has sent the *Inverness* to England with the following advices, viz. That on the 7th of last month, being in his station off Cape Cantin, looking out for sir Edward Hawke, he fell in with a fleet of Spanish ships consisting of nine men of war of the line,

	Guns.		Guns.
<i>El Sobervio</i>	- 74	<i>La Pastora</i>	- 64
<i>Leon</i>	- 74	<i>El Rosario</i>	- 60
<i>Colorado</i>	- 70	<i>Xavier</i>	- 64
<i>Oriento</i>	- 64	<i>La Galgo</i>	- 54
<i>Brillante</i>	- 64		

having under their convoy about twenty-seven merchant-ships, with which they sailed from Cadiz four days before. That the men of war drew into a line to receive him, but not being strong enough to attack them, he endeavoured to cut off as many of the ships under their convoy as he could, and accordingly five of them were taken, three being register-ships bound to Vera Cruz, and the other two bound to Carthagena. That the Spanish men of war continued to lay-to in a line, and did not endeavour to retake the said ships: and captain Cotes observing that the said ships under their convoy steered away to the westward, scattered, and in confusion; as soon as it was dark detached the *Eagle* and *Windsor*, both very good failers, to pursue them, and endeavour to cut off any which separated from the men of war.”

Peace

Peace being concluded very soon after the foregoing very spirited enterprize, may well account for our finding no mention made of this very brave and deserving officer till the re-commencement of war with France in 1756. On the 4th of June he was promoted to be rear-admiral of the white; and before the conclusion of the year was nominated commander-in-chief on the Jamaica station. He did not however sail with his Squadron, and the fleet of merchant-ships which he was instructed to take under his convoy, till the 9th of February. After his arrival on the station he displayed the greatest activity and diligence in the distribution of his cruizers, as well as every other particular of service in which he was connected, or had the management of. He had the peculiar satisfaction of reflecting that, in all probability, under no preceding commander in the same quarter, had the pecuniary losses of the enemy been greater from the interruption given to their commerce, or their character as a warlike nation, suffered more from the many gallant enterprizes executed by the private captains under his immediate command. These however will be with more propriety related hereafter in the accounts or memoirs of the different persons more particularly concerned in executing them.

On the 31st of January 1758, Mr. Cotes appears to have been, while then absent on the station already mentioned, advanced to the rank of vice-admiral of the blue. He retained the same command for some time afterwards; and though no opportunity was afforded him of being particularly concerned as commander-in-chief of the Squadron employed in that part of the world, in any remarkable or consequential enterprize against any of the enemy's settlements, yet must we justly bestow on him all the praise possible to be gained by the strictest attention to the milder and less dazzling duties of his station. On the 14th of February 1759, he was advanced to be vice-admiral of the white, as he was again, on the 21st of October 1762, to be vice of the red. After his return from the West Indies he was elected, in the twelfth parliament of Great Britain, which met on the 3d of November 1761, representative for Great Bedwin, in Wiltshire; and in the course of the year last-mentioned, was  
chosen

chosen one of the elder brethren of the Trinity-house; but was no otherwise connected with public affairs. He henceforth passed a life totally abstracted from the naval service; and died at last regretted by every person who had heard his public character, and lamented by all who were acquainted with his private virtues, in the month of October 1767.

EDWARDS, Richard,—was, on the 4th of November 1740, appointed captain of the Fox frigate. He remained in that ship till after the year 1742, but is only mentioned as having captured a small Spanish privateer, of ten guns, called the *Justa Refina*. We know nothing relative to him subsequent to this time till the month of February 1744-5, except that, during a part of the intermediate period, he was captain of the *Torrington*. He commanded the *Princess Mary* early in 1746, and was appointed governor of Newfoundland: he was ordered, however, to put himself under the command of commodore Warren, who was then occupied in the siege of *Louisburg*: with him he was to continue till the reduction of that fortress. He arrived there on the 11th of June, four days only before its surrender, with the *Princess Mary*, the *Hector*, and the *Lark*. That expedition being completed, he proceeded from thence according to his original appointment and destination: but little other mention is made of him after his return to England, except that he commanded a yacht, which having afterwards quitted, he was retained the rank of a flag officer unless he returned to the service as a captain previous to his obtaining it. He accordingly procured, through the interest of his friends, the command of the *Princess Amelia*, a station he did not long retain. On June 3, 1757, he was put on the superannuated list with the rank and half-pay of a rear-admiral, and died in England on the 16th of June 1773.

FORRESTER, Right Hon. George, Lord,—was the eldest son of George, fifth lord Forrester, who was a military officer, and signalized himself in a very remarkable manner, under the generals, Wills and Carpenter, at Preston, in Lancashire, during the rebellion, which broke out in 1745. As a reward for his very great bravery, he was promoted to be colonel of the 4th troop of horse-guards. His son, the sixth lord Forrester, having entered

entered into the navy; was, on the 24th of November 1741, promoted to be captain of the Biddeford frigate. He was soon afterwards ordered to Gibraltar and the Mediterranean, on which station he continued during the following year; during this time no mention is made of him except his having been concerned with captain Norris, of the Kingston, in the capture of two Spanish prizes, the St. Anthonio and Senora Rosaria, which they carried into Gibraltar. Early in the year 1742 we find him captain of the Leopard, of fifty guns, and still continuing on the same station, where, in the month of August, he captured a valuable prize, as he before had one on the 11th of March preceding. Of this circumstance he gave the following report, in a letter written to the secretary of the admiralty, which we have inserted as well on account of the fact itself, as of the singular stile in which the memory of it is preserved.

“ On the 9th instant, between cape St. Mary’s and Cadiz, I saw a ship stemming right in for the latter place; and, as she lay immediately in my route, I fired two shot at her and brought her to. On examination I found her to be a Spaniard, of about two hundred and odd tons, laden with logwood, cochineal, and cocoa, and several other sorts of dyes, the names I do not know, canary wines, four camels, and a great present, yet unknown, for the king of Naples, as also a bishop, a priest, a Spanish general, and other officers, with great sums of piasters.”

We believe him to have continued captain of the Leopard till the beginning of the year 1745, when he was promoted to the Defiance, of sixty guns. He had unhappily contracted an habit of intemperance which occasionally rendered him very unfit for command, and betrayed him into several breaches of duty. His misconduct at last became so apparent and glaring, that he was brought before a court-martial, of which Mr. Griffin was president, held on board the Tilbury, at Portsmouth. The charge against him being incontrovertibly proved, he was sentenced to be dismissed the service on the 28th of March 1746. He did not long survive this disgrace, the cause of which while we condemn we must at the same time compassionate. He died, according to Mr. Hardy, on the 26th of July 1748.

**FRANKLAND**, Sir Thomas, — was the nephew of a baronet of the same name, who was for many years one of the commissioners for executing the office of lord high admiral. He was, on the 15th of July 1740, promoted to the command of the *Rose* frigate; and at the conclusion of the year was ordered out to the Bahama Islands, to convey thither Mr. Tinker, who had been appointed governor two years before. After he had landed his passenger he continued on the same station, being instructed to remain there and cruize for the protection of those islands and the adjacent coast from the depredations of the guarda-costas. In the month of June 1742, he distinguished himself, by his activity, in capturing a Spanish vessel of that description, together with three vessels which she herself had made prizes of a short time before.

The guarda-costa, which carried ten carriage and as many swivel guns, supported by two of the prizes, which were armed vessels, engaged the *Rose* for nearly three hours: but finding her too powerful and too well conducted to afford them any hope of ultimate success, the two prizes stood away, one keeping to windward, the other large, with all the sail they could crowd. The guarda-costa maintained a running fight for an hour longer through the desperation of her captain: and even at last, the crew, in opposition to him, hauled down their colours and called for quarter. Captain Frankland shifted the prisoners with all possible expedition, and having put some of his own men, under proper officers, on board the prize, dispatched her after the vessel which had hauled her wind, he himself following the other two. So successful was his activity on this occasion that the three vessels were all, without difficulty, captured and carried safely into Carolina. The cause of the obstinate defence made by the Spanish vessel was, on enquiry, discovered to be owing to her captain being Fandino, the fellow who some years before had cut off the ears of captain Jenkins, and thereby caused so great, so just and general an indignation through the whole British nation. Captain Frankland judging a monster of so cruel a description, who had manifested a conduct that would have disgraced a pirate, unfit to be released as a prisoner on parole, or even exchanged,

6

sent

sent him home to be treated as administration should think proper.

Captain Frankland continued in the same command, and remained on the same station some years; but is not again particularly mentioned till the year 1744\*, when he signalized himself remarkably in an action with a very large, and, as it afterwards proved, valuable Spanish ship: the particulars we shall insert at length from the account officially given of this very spirited encounter.

“ Being on his passage to his station as a cruiser between the Roques, Cape Florida, and the Pan of Matanzas, on the north side of Cuba, about thirty-five leagues to the westward of Havannah, on December 21, just before day-light, he found himself almost on board a large ship, of which he was to windward, and astern withall. Captain Frankland, who kept his wind till day-break, then found his antagonist had but one tier of guns, but was by her working full of men, for before the captain shewed his colours she had run her courses up, bunted her main-sail, and had every thing ready to engage, her decks being crowded with people. About seven in the morning they began an engagement which lasted until half an hour past twelve: There was a fresh gale and a great sea; notwithstanding which they were alongside each other three or four times before the enemy struck. She had near 100 men killed outright, and four of her guns on one side disabled. She is called the Conception, of St. Malo, Adrian Mercan master, bound from Carthagenà to Cadiz, but was to touch at Havannah to land upwards of 200 seamen, besides officers. The Rose had only five men killed, and about ten or twelve dangerously wounded, including the master, and several slightly. The cargo of the prize consisted of hides, and cocoa, with seventy chests of gold and silver, containing about three hundred and ten thousand pieces of eight. She had several passengers on board, from whom they got about 5000 ounces of gold in doubloons, pistoles, bars, &c. The crew of the Rose consisted of no more than one hundred and seventy-seven men, officers and boys included. The prize was safely carried into South Carolina.”

---

\* In the preceding year he married Miss Rhett, daughter of the chief justice of Carolina, by whom he had six sons and eight daughters.



Captain Frankland retained the command of the *Rose* till the month of October 1746, and was then promoted to the *Dragon*, of sixty guns, in which ship he continued till the conclusion of the war, being, in 1748, on the West India station with Mr. Pocock. We do not find any subsequent mention made of him till the month of July 1755, when he was appointed commodore on the Antigua station. He hoisted his broad pendant on board the *Winchester*, of fifty guns, at Spithead, on the 10th of August, and sailed very soon afterwards for the West Indies. On his arrival there his first operation was to quarrel with commodore Pye, whom he was sent out to succeed. The first pretence was frivolous in the extreme, consisting merely in an exception, or affront Mr. Frankland thought proper to take, because the former had not struck his broad pendant on the instant he was informed of the latter's arrival.

A second, and, as it proved afterwards equally futile and, indeed unjust cause was, a more serious charge of misconduct against his predecessor, in having condemned the *Advice*, his own ship. Mr. Frankland asserted this measure to have been improper; and made a regular representation against it to the board of admiralty. In farther proof of the propriety of his opinion, as if he supposed his own hardiess sufficient to establish it, he ordered the *Advice* to be fitted for himself, and absolutely went so far as to make a short cruize in her. The final event, however, did not reflect any very great honour on Mr. Frankland's judgement: the ship, on its return to England, proved so very defective, and unfit to keep the sea, that it was with the utmost difficulty the crew could, by frapping her round with hawsers and every other precaution, prevent her from almost literally falling to pieces during her passage. Mr. Frankland after his return to England appears no more in the character of a naval commander. In the month of June 1756, he was advanced to be rear-admiral of the blue, as he was progressively afterwards, through the different gradations and ranks of flag-officers, till he at last arrived at that of admiral of the white, the highest in the service, the admiral of the fleet or senior admiral on the list excepted. On the death of his brother, sir Charles Frankland, at Bath, in the year 1768, he succeeded to the title, and continued during his life totally  
abstracted

abstracted from all public business, farther than his occasional attendance in the house of commons, as representative for the borough of Thirsk, in Yorkshire, for which place he had been member ever since the year 1749. Sir Thomas died at Bath on the 21st of November 1784.

**FROGMORE**, Rowland, — was, in the month of January 1740, made commander of the Swift sloop; from which he was, on the 18th of July, promoted to be captain of the Ruby, a fourth rate of fifty guns, then stationed in the Bristol Channel. He served during the following year as captain of the same ship in the Channel fleet, then under the orders of sir John Norris: but we do not meet with any other mention made of him till we find him commanding the Boyne, of eighty guns, one of the fleet employed in the Mediterranean with Mr. Mathews. His conduct during the encounter with the combined fleets off Toulon, was deemed so reprehensible that he was one of the officers supposed most culpable, and named in the address of the house of commons, to his majesty, beseeching him to order their behaviour to be investigated before a court-martial. Fate, however, prevented this request from being complied with, captain Frogmore dying in the Mediterranean on the 8th of November 1744, retaining till that time the command of the Boyne.

**GIDEON**, Solomon, — was, on the 6th of September 1740, appointed captain of the Panther. He was soon afterwards ordered to the Mediterranean, where he continued to serve, first under Mr. Haddock \*, as long as he remained

---

\* He was a man of a singular turn of mind, possessing a natural bravery which could not have been too much admired, had it not on some few occasions appeared rather too extravagant for that proper degree of prudence which ought always to attend the most distinguished courage. He conceived the Panther, which was a ship mounting only fifty guns, and of very small dimensions, capable almost of contending with the most powerful vessel in the Spanish navy. Once on returning from a cruise to Gibraltar he had nearly drifted under the Spanish batteries at Algeziras. Admiral Haddock, who was then lying at Gibraltar with the fleet, immediately dispatched all the boats to his assistance for the purpose of towing him into safety. Captain Gideon with some little emotion enquired what they wanted? and when answered that they had been dispatched for the purpose of enabling him to get out of reach of the enemy's battery, under which he was so near drifting, that they would soon be enabled to reach and injure him materially, if not disable him by its fire: he replied, perfectly uncon-

entered at an early age into the navy, and was advanced, more in consequence of his own merit and worth than any advantage he derived from his noble birth, through the different subordinate stations, till the 15th of March 1740, when he was appointed captain of the *Adventure*\*; and in the ensuing month governor of Newfoundland. He held that station only for the current season, for he was sometime in the following year removed into the *Lark*, of forty guns, and sent to convoy the outward bound Turkey trade. We have no subsequent account of him till the beginning of the year 1745, when he was appointed to the command of the *Cumberland*, of sixty guns, which he soon declined, and chose rather, as better suited to his active turn of mind, to accept that of the *Bridgewater*, some accounts erroneously say, the *Sheerness*, a frigate of twenty-four guns, stationed in the Channel. In June following he distinguished himself exceedingly in the attack and capture of several privateers and their prizes, of which brilliant action we have the following account in an official letter from Ostend.

“ Yesterday afternoon lord George Graham, in his majesty’s ship the *Bridgewater*, of twenty-four guns; captain Gordon, in the *Sheerness*, of twenty-four guns; and lieutenant Fergusson, in the *Ursula* armed vessel of sixteen guns, anchored in sight of this town. This morning, about half past one, the town was alarmed with firing, which arose from the three above-mentioned ships being engaged with three Dunkirk privateers, the *Royal* of twenty-eight guns; the *Dutchess de Penthièvre*, of twenty-six guns; a dogger of twelve guns, and seven prizes which they had taken and were carrying to Dunkirk.

---

The foundation of this great rampart has been of late traced from one river to the other, and is fully marked by several stones found therein, which have Roman inscriptions cut out upon them, denoting the limits where, and by whom they were set, &c. A good many of these stones are at present to be seen in the college of Glasgow, and are well described in Mr. Gordon’s *Itinerarium Septentrionale*.

This great man is said to have married a lady of the royal house of Denmark, and was progenitor of all the *Grahams* in the kingdom of Scotland.

\* He was, previous to this, commander of the *Mercury* fireship.

“ The fight was obstinate till about four o'clock, when the four large prizes, three of them Virginia ships, struck to the Sheerness; the two large privateers to the Bridgewater; two Bremeners and a Scotch brig to the Ursula; but the dogger privateer made her escape. The Bridgewater, Sheerness, two large privateers, and four large prizes struck the ground, but were all got off the following tide, except one of the privateers.”

He was immediately after this promoted to the Nottingham, of sixty guns; and in the course of a short cruise, on which he immediately proceeded, sunk a large French privateer, called the Bacchus: all the crew were, however, saved, except the first lieutenant. His lordship was taken ill on his return into port, and unhappily did not long survive this exploit, dying \* January 2, 1746-7.

From a multitude of concurrent testimonies he appears to have been an officer who attained a great share of popularity, and was indeed, very deservedly, the idol of all seamen who knew him, as well on account of the high opinion entertained of his gallantry, as an invincible fund of good humour, which latter quality conciliated the affections of men in the same degree that the first related excited their admiration and esteem.

**HARRISON, Henry.** — This gentleman entered into the navy during the war with France in the reign of King William, and served progressively, as a volunteer, on board the London and Dunkirk. In 1700 he acted in the station of a midship-man on board the Pendennis, a ship at that time commanded by captain Charles Strickland, with whom he afterwards removed into the Romney, and served in that ship, as master's mate, from the month of June 1701, till April 1703. During this time he had the singular happiness of preserving that ship, together with the lives of her whole crew, though at the utmost hazard of his own.

This circumstance, which does him so much honour, is thus related by himself in an authentic memorandum which has been

being, by a strong unknown current, driven near to the island of Candenoze in a dark and stormy night, were obliged to come to an anchor. The next morning, we found ourselves on a lee shore and so near a ledge of rocks that, without casting the ship to starboard, she must inevitably have been on shore, not having room to wear the ship; the wind at the same time shifted two points more to the starboard bow, and blew so hard that, added to the current and a great sea, there was no possibility of either lowering a boat or standing in the head to put a spring on the cable. The viol and messenger were both broke in heaving, and the hitches jammed in the hawse hole, so that the ship rode entirely by the hawse piece with a rope reeved in a block at the bow-sprit end. I swung myself from the head of the lion as far as the buoy, and swam to it with a deep sea-line in my hand, which being fastened to the end of a hawser, I reeved in the strap of the buoy, and was hauled on board with it. I was above twelve minutes in the water, the sea making a free passage over me, and at the same time there were above fifty tons of ice hanging about the ship. The hawser was brought on the larboard quarter of the main capstan, and hove up with it to bring the wind on the larboard bow, when, cutting the cable with some chisels in the hawse, we cast the ship the right way."

In the month of April 1703, he was promoted to lieutenant of the Dartmouth, and in the following year was at Elsinore, still continuing to serve in the same station on board the same ship. Being ordered on shore with the long boat to Elsingburgh, he distinguished himself in a very singular and spirited manner, terminating at once a dispute which, had less peremptory measures been used, might not improbably have been productive of serious consequences. The Swedish commandant seized on ten of his boats crew under the frivolous pretence of a trespass, committed by some of them, in cutting broom. Two or three were wounded in the scuffle, and all of them immediately put into close confinement. Not content with this flagrant breach of that amity which subsisted between his court, and that of England, the Swede insisted on the sum of four hundred rix dollars to be paid as a compensation for the pretended injury. The captains, Watkins, Strickland, and Tudor Trevor, who were then on shore, were

were unable to prevail on him to relax in his arbitrary demand. What the mild and conciliating attempt of persuasion was unable to produce, the spirit of Mr. Harrison almost instantaneously effected. Taking with him a proper number of resolute and chosen men, and watching his opportunity cautiously, he seized the person of the governor himself when passing over the bridge of the town. He executed this spirited and truly daring act notwithstanding a guard of soldiers was kept close to the place where it was performed; and though, moreover, there were upwards of twenty Swedish officers and persons who saw the seizure carried into execution, but were too timid, or prudent to attempt its prevention.

The commandant being carried on board the ship, was immediately compelled to give an order for the release of the people, which was punctually, though, as we may suppose, not very willingly complied with. In 1705 he, Mr. Harrison, was appointed lieutenant of the *Dunwich*, and in this station much distinguished himself by his ingenuity on a different line to the foregoing. The ship which he served on board of was at that time employed as a cruiser for the protection of commerce against privateers. Experience soon taught both himself and his comrades, that the prudence of their antagonists, who most cautiously avoided them, precluded any hope of success, except such as should be the result of some sudden and uncommon accident. Mr. Harrison proposed to disguise the ship and make her resemble, as nearly as possible, a Dutch fly boat. This scheme so wonderfully answered the end proposed, that, in the course of their different cruises, they captured five privateers, besides driving six on shore near Calais, and a French frigate of twenty-four guns on the beach at Dieppe. He continued lieutenant of the *Dunwich*, we believe, during the whole war; and sometime before its conclusion distinguished himself in a very remarkable manner by attacking and boarding a French privateer, of six guns and thirty-four men, with the crews of the pinnace and yawl belonging to the frigate, though it was then above a league distance and their numbers amounted to no more than nineteen persons. The privateer was under sail when taken, and even had the advantage of a very fresh breeze of wind, two circumstances which

which added considerably to the hazard, and, consequently, to the heroism of the foregoing act. It was, and very deservedly, thought so highly of by captain Graves, who commanded the *Dunwich*, that, with the unanimous consent of the whole crew, he bestowed the whole of the prize on Mr. Harrison and his brave associates.

In 1711 he was appointed, by admiral sir John Leake, to act as captain of the *Dunwich* and in preference to any of his own lieutenants, a circumstance that reflected on him the highest honour: but, however well he might have deserved this promotion, the board of admiralty, either from his want of friends or some unknown cause, refused to ratify his promotion. In the year 1714 he, by order of the board of admiralty, took upon him the command of the *Mary smack*. Being sent to reconnoitre the port of Brest and others adjacent, on the coast of France, where it was said preparations were making for some sudden and unexpected attempt, as well by the equipment of a fleet as the collection of a formidable land force, he executed this service in the completest manner, and so expeditiously withal that he was only eleven days absent.

Notwithstanding his very long and meritorious service, he was still, though on no other apparent ground whatever than that of being destitute of interest, thought unworthy of promotion, or if not unworthy, at least as not yet possessing a sufficient right peremptorily to claim it. The patience with which he bore his disappointment was at last exhausted, and he ventured to transmit to lord Onslow, who appears in some measure to have taken him under his protection, a plain and modest memorial, stating, in the most moderate terms the hardships he conceived he laboured under. These were of a two-fold nature, having relation not only to the neglect with which he was treated, but what was a still more serious consideration, the narrowness of his circumstances, being left for a length of years, to support a wife and nine children on the scanty pittance of a lieutenant's half pay. "Lord Torrington\* (says he) was of opinion my commission, as captain of the *Dunwich*, ought to have been confirmed, and three years since, promised to be my advocate, and procure me a ship; but I still remain on the list of lieutenants." There could

---

\* Sir George Byng.

not, perhaps, have been framed a more pathetic appeal to the passions than such a plain and artless lamentation.

Passing over all display of his services, either on account of their length or particular merit, he rests his claim to promotion with hoping the admiralty-board would promote him from the rank of lieutenant, that he might, with the greater decency, be able to maintain his wife and family. This application to the feelings of ministers appears to have had but little effect either on their justice or their generosity, for he did not receive any promotion till some years afterwards. At length, having attained an age when many brave men are, alas! obliged, through infirmities, to retire totally from all command, he was, on the 28th of February 1740, appointed captain of the *Mary* galley. He did not continue in this vessel longer than the end of the current year; nor does he appear to have received any other commission till the month of April or May following, when he was promoted to the *Argyle*, of fifty guns, as successor to captain Richard Norris. This ship was one of the fleet stationed in Soundings during the ensuing summer, under sir John Norris; and being sent out to cruise a short time before the fleet itself sailed, captured a Spanish store-ship, laden with cannon and ammunition, called the *Rehoboam*. In the month of July he was detached to cruise off Cape Prior for the purpose of intercepting any vessels that might be passing from any of the Spanish ports to Ferrol or Corunna.

He did not meet with any very extraordinary success during the time he was thus employed, having only captured a small brigantine, from Rebadrus, laden with lime for the garrison of Corunna, and driven on shore four Spanish barks, with a similar lading, under Cape Prior. After sounding the different bays, and reconnoitering the ports of Corunna and Ferrol, he was on his way to rejoin sir John Norris, when, on the 15th of July, he fell in with a Portuguese vessel, which came the day before out of the harbour of Camaria, near Cape Finisterre, having left there an English brigantine which had been captured and sent in a few days before by a Spanish frigate of war, from the Havannah. Captain Harrison immediately formed the spirited resolution of attempting to cut the prize out of the harbour, with his boats manned and armed; but ere he



he could carry this project into execution, he fell in with sir John Norris and the fleet. Having communicated his intentions to the admiral, he was ordered to pursue them; and, the better to ensure his success, was reinforced by the Gibraltar, a small frigate, which, from her shallow draught of water, was peculiarly adapted to support such a kind of service.

About ten o'clock the same evening the boats went in, and boarded the sloop, which being nearly dry, could not be brought off, and was therefore set on fire. This service being accomplished, captain Harrison proceeded, according to the admiral's instructions, for the isles of Bayonne, in the double hope of discovering a convenient place to water at, and destroying some privateers which were said to have taken shelter there with several prizes they had taken. On the 18th he anchored within the islands, and having accidentally met with the Grampus sloop of war ordered that vessel to accompany him. Finding the intelligence he had received relative to the privateers to be erroneous, he came to a resolution, with the captains Cockburn and Parry, to proceed up to the town of Vigo, at break of day on the ensuing morning, in order to possess themselves of, or destroy such vessels as they might find there: but before the time arrived when this resolution was to have been executed, he received intelligence from a Portuguese schooner, out of which he obtained a pilot, that there were no ships at Vigo itself, but at Redondella, which was very near it, there were five prizes. Captain Harrison, in consequence of this intelligence, altered his system of operations; and proceeding the next morning with the Gibraltar and Grampus to the place just-mentioned, carried his plan of attack into execution with the greatest success, having brought off all the vessels he went up in quest of, and sent them to Oporto under convoy of the frigate and sloop of war.

Captain Harrison's success did not end with this very spirited enterprise; continuing his cruise, he captured, in the month of August, two other valuable prizes, which he sent to England under the protection of captain Martin, in the Assistance. We do not find any farther particular mention made of him till the month of March

1743, when he was made captain of the *Superbe*, a sixty-gun ship. He did not long retain this station, from which he experienced a farther advancement, to the *Monmouth*, a third rate. In this ship he continued till the conclusion of the war. During the year 1745 we do not meet with any occurrence concerning this gentleman worth recording, but his having, in the month of May, been stationed as a cruiser in the Channel, in company with the *Captain*. While employed in the above service he captured a stout French privateer, carrying twenty guns and one hundred and sixty men, which had done considerable mischief to the British commerce. In 1747 he served under the admirals Anson and Warren, at the time they were sent out for the purpose of intercepting Jonquiere's Squadron. The *Monmouth* was one of the vessels \* detached after the convoy, when the action with the ships of war was ended by their capture. In this pursuit two merchant frigates, the *Vigilant* and *Modeste*, mounting twenty-two guns each, were taken.

From this time, till the conclusion of the war, captain Harrison appears to have been principally employed as a cruiser, for he was not one of the commanders under rear-admiral Hawke, when, towards the conclusion of the year, he defeated the second French Squadron, under Mr. L'Etendiere, nor do we find any subsequent mention made of him till the month of February 1747-8. On the 2d of March he arrived at Plymouth with a large French privateer, called the *Count de Maurepas*, carrying twenty-eight carriage and swivel guns, with one hundred and thirty-six men, which he captured on the 19th of the preceding month, after a very long chase of three days continuance. In less than three weeks afterwards he captured another large French private ship of war, called the *Rostan*. This vessel belonged to Bourdeaux, and though carrying only twenty-two guns, had a crew amounting to no less than two hundred and seventy men; but having received much injury by the cannon-shot fired at her in the pursuit, she sunk before the prisoners were completely

---

\* The others were the *Yarmouth*, captain Piercy Brett, and the *Nottingham*, captain Saumarez, both of whom had been Mr. Anson's lieutenants.

shifted, having, unfortunately, nine English seamen, together with one hundred of her own people on board, all of whom appear, unhappily, to have been drowned.

After the conclusion of the war Mr. Harrison appears to have lived totally in retirement, from the service, till the year 1755: he had then attained an advanced age, and the board of admiralty had it for that reason actually in contemplation, as it is said, to put this brave veteran on the superannuated list, as an officer past service: but when it became tolerably apparent to every person that a rupture with France must inevitably take place, he applied particularly for the command of his old ship, the *Monmouth*, quaintly observing, that he entertained no doubt of being able to patch that vessel, old and shattered as she was, so that she should last a year or two, which, he supposed, would be at least as long as he himself should live. The admiralty changed their intention and appointed him to the ship he requested. He sailed under the command of sir Edw. Hawke, in the course of the current summer, on a cruise in the Bay of Biscay. He distinguished himself by his activity during the period of his being thus employed, more especially in the pursuit of some very valuable French ships from Martinico. Nothing, however, very particular appears to have taken place during the time he continued in the station of a private captain.

In the month of June 1756, he was advanced to be rear-admiral of the blue, and appointed to command at the port of Plymouth, he having hoisted his flag on board the *Monmouth*, still continuing in his old ship. In such a situation no very material or interesting occurrence could be expected, nor any other means of adding to that degree of reputation he had already so justly acquired, except by his diligence and careful attention to what may, with some propriety, be called the civil duties of his situation; these were always as conspicuous, as when a younger man, and in active service, his gallantry and spirit constantly had been. In 1758 he was advanced to vice-admiral of the blue, as he was, moreover, early in the ensuing year, to be vice of the red. This promotion he did not long enjoy, dying, in an advanced age, on the 13th of March in the same year. From his having for so long a space of time continued in the *Monmouth*, he was  
face-

facetiously distinguished, by the wits in the service, under the jocular and honourable name of Harry of Monmouth. As well by his exemplary conduct as by the intrinsic merit of his services, he acquired the esteem and respect of all his contemporaries, dying universally regretted by them as a warm friend, an able commander, and, what is a still greater character, an honest man.

**HEWET, Sir William**\*,—was the son of William Hewet of St. Neots, esq. which William last-mentioned

\* The family of Hewet is of ancient extraction. There was a sir Walter Hewet, who made a considerable figure in Edward the III<sup>d</sup>'s wars, in France. Vide Barne's Edw. III<sup>d</sup>. p. 652. and other places. Of this family was sir William Hewet, lord mayor of London, 1559, but whether brother to this Robert is not certain. Of this sir William we find the following remarkable history in Stow's Survey of London, vol. ii. b. 5. p. 133.

" Sir William Hewet, cloth-worker, mayor 1559, son to Edmond Hewet, of Wales, in Yorkshire; he died the 6th of February 1566. His wife was the daughter of Levelson, of Kent.

" This mayor was a merchant possessor of a great estate, valued at 6000 l. *per annum*, and was said to have had three sons and one daughter, to which daughter this mischance happened (the father then living upon London bridge) the maid playing with her out of a window over the river Thames, by chance dropt her in. Almost beyond expectation of being saved, a young gentleman, named Osborne, the apprentice to sir William, the father, (which Osborne was one of the ancestors of the duke of Leeds, in a direct line) at this calamitous accident, immediately leaped in bravely, and saved the child. In memory of this deliverance, as well as in gratitude, her father afterwards bestowed her in marriage on the said Mr. Osborne, with a very great dowry, whereof the late estate of sir Thomas Fanshaw, in the parish of Barkin, in Essex, was a part, as the late duke of Leeds himself told the reverend Mr. John Hewet, from whom I have this relation, and, together with that estate in Essex, several other lands in the parishes of Harthil and Wales, in Yorkshire, now in the possession of the said most noble family. All this from the old duke's own mouth, to the said Mr. Hewet.

" Also, that several persons of quality courted the said young lady, and particularly the earl of Shrewsbury; but sir William was pleased to say, Osborne saved her, and Osborne should enjoy her. The late duke of Leeds, and the present family, preserve the picture of the said sir William, in his habit of lord mayor, at Kiveton-house, in Yorkshire, to this day, valuing it at 200 l.

" Of the same family was Robert Hewet, esq. who possessed a considerable estate at Killamarch, in Derbyshire, in the reign of Henry VIII. He left two sons; Robert, who died without issue, and William, who succeeded his father: the latter died 1599, aged seventy-seven, and is buried in St. Paul's cathedral, London."

was

was the great-grandson of sir John Hewet, of Headley Hall, in the county of York, baronet, so created October 11, an. 1621, temp. Jac. Ist. On the death of his uncle, sir John, on the 3d of February 1737, without issue, he succeeded to the title. This gentleman had entered into the navy before the time of queen Anne's death, and had been promoted to the rank of lieutenant about the year 1716, without experiencing for many years any farther advancement. In the month of July 1740, not long after the commencement of the war with Spain, he was promoted to be commander of the Basilisk bomb-ketch, from which vessel he was still farther advanced, on the 29th of November, to be captain of the Colchester, a fourth rate of forty guns; rear-admiral Hardy, through mistake, gives us the Sandwich as the ship in which he first took rank as a post captain. He was not long afterwards ordered to convoy the outward-bound fleet to Virginia\*, and on his return was promoted to the Winchester, of fifty guns, in the month of May 1744. From this ship, on the 26th of July, he was advanced to the command of the Princess Louisa. No mention is made of any particular occurrence having taken place during the time he held either of the two foregoing commands; nor have we any other particulars concerning him, except that he was one of the masters of the court-martial convened for the trial of Mr. Lestock. He died, in England, on the 22d of May 1749, having been, as we believe, for some time unemployed.

He married Elizabeth, daughter of Mr. Levermore, of Gosport, in the county of Southampton. By her we know him to have had three sons, William, Levermore, and Herbert.

HOLBURNE, Francis, — was the descendant of a respectable family in Scotland, the representative of which had been advanced to the rank of baronet, by queen Anne, in the year 1706. Having entered into the navy and served for some time as a lieutenant, particularly on

---

\* He is said to have been appointed captain of the Sandwich, a second rate, in the month of July 1742. If this information is true, as we believe it to be, he could only have retained that command a short time.

board the *Namur*, to which ship he was appointed in the month of August 1732, he was, in August 1739, advanced to be commander of the *Swift* sloop of war. He was from thence, in the month of January 1740, removed into the *Trial*, a vessel of the same description; and was quickly afterwards, on the 15th of February ensuing, promoted to be captain of the *Dolphin* frigate. During a part of the time Mr. Holburne held this command he was employed to cruise in the Channel, where he had no other good fortune than that of capturing two small Spanish privateers, one, called the *Nuestra Senora del Carmin*, mounting six carriage and four swivel guns, with a crew of forty men; the other, of six guns, and forty-four men. In 1741 he was sent on the Leith station, which being farther removed from the track of the enemy he appears to have had still less success, no mention being made of him during the above time.

In 1742, having returned back to the Channel service, he, in the month of June, captured and carried into Plymouth a stout privateer, called the *St. Juan Baptiste*, of eighteen carriage and fourteen swivel guns, with a crew of upwards of one hundred men. On his quitting the *Dolphin* we believe him to have been promoted, first to the *Argyle*, a fourth rate of fifty, and quickly afterwards to the *Rippon*, of sixty guns; but no mention is made either of the station or service on which he was employed during the time he held those commands. In the month of December 1747, he was advanced from the *Rippon* to the *Kent*, as successor to captain Fox. In the beginning of the month of January 1748, he sailed under admiral Hawke for the Bay, and continued to be employed on the same station and service till the conclusion of the war; but, as has been already remarked in the memoirs of the commander-in-chief, nothing in any degree worthy relating took place during that period, except the capture of the *Magnanime*, in which Mr. Holburne was not personally concerned.

Soon after the ratification of the articles of peace, Mr. Holburne was made commander, as it is said, of a small squadron ordered to the West Indies: we do not, however, know whether he was to have been more than a temporary command, or whether he was to be bestowed on all senior captains

captains commanding detachments. We find him sent to the West Indies about the month of January 1750, having under him the *Rose* frigate and *Jamaica* sloop, being dispatched thither with the orders of the king of France, transmitted through the British ambassador at Paris, to M. Caylus, governor of Martinico, commanding him immediately to evacuate the islands of St. Lucia, Dominica, St. Vincents, and Tobago. On Mr. Holburne's arrival at the place of his destination, he was not a little surprised at being forbid landing, but he nevertheless insisted on delivering his dispatches, which he immediately sent by his secretary, accompanied by captain Bladwell of the *Rose* frigate. The officer who received them declared he acted only in conformity to the orders of M. Caylus, the governor, whom he represented to be in the country at a considerable distance from his usual place of residence, but that a final answer should be returned in twelve hours.

This was merely a finesse to gain time, for the governor was then actually on the spot; and, after some consultation, sent very impertinent peremptory orders for Mr. Holburne to withdraw immediately with his ships, as he had no instructions from his own court to comply with the requisition. Not having a sufficient force, or, indeed, authority to make any attempt at compelling this thuffling opponent to an act of bare national justice, he reluctantly complied. During the time he continued to be employed on that station he could only remonstrate and represent, instead of employing the more powerful arguments which would, in all probability, have been much more productive of success. We hear nothing of him after his return from this station \* till the beginning of the year 1755. He at that time is said to have commanded the *Ramillies*, of ninety guns, one of the ships fitted out and collected at Portsmouth, in consequence of the behaviour of the French court, which became insufferable from the daily insults offered to the British flag. On February 5, he was advanced to the rank of rear-admiral of the blue, and

---

\* He was succeeded by commodore Pye, who was appointed February 1752.

immediately afterwards hoisted his flag on board the ship he had before commanded as a private captain.

He not long afterwards removed into the *Terrible*, on being appointed to command a squadron ordered to America for the purpose of reinforcing Mr. Boscawen. He accordingly sailed on the 11th of May, with the *Terrible*, *Grafton*, *Yarmouth*, *Chichester*, *Edinburgh*, *Augusta*, and *Arundel*. Nothing material took place during the voyage to Halifax, where he arrived, after a very prosperous and speedy passage, on the 28th. Having watered his squadron, and completed some requisite points of refitment, he proceeded to join Mr. Boscawen, whom he met off Louisburgh on the 21st of June. The subsequent events of this uninteresting naval campaign comprise nothing consequential enough to require particular mention, except that Mr. Holburne returning to England, with vice-admiral Boscawen, and the fleet arrived safe at Spithead on the 15th of November. We do not find any mention made of him, during the year 1756, except that he was, for a time, second in command of the fleet, stationed off Brest, under Mr. Boscawen, to watch the French ships in that port, and was one of the members of the court-martial assembled for the trial of admiral Byng. In the beginning of the ensuing summer, having been in the interim promoted, through the intermediate ranks, to be vice-admiral of the blue, he was appointed commander-in-chief of the fleet ordered on the expedition against Louisburg.

He sailed from St. Helen's on the 16th of April; and after calling at Cork for some transports which were lying there in order to join him, took his final departure from thence, with thirteen ships of the line and the convoy on the 7th of May. Owing to the common impediments to the passage of so numerous a fleet, occasioned by contrary winds, and their natural consequences, he did not reach Halifax, in Nova Scotia, the appointed place of rendezvous, till the 9th of July. This destructive, though, perhaps, unavoidable delay, following that which had taken place at home in sending out the fleet, rendered its arrival at the scene of intended operations



tions \* too late to hope for much success: but it has been sarcastically remarked, that the season was not yet sufficiently

\* The following anonymous defence both of the admiral and general appears too temperate and fair to be omitted here.

The resentment expressed by some great persons against lord Loudoun and admiral Holburne, for not attempting a descent on Cape Breton, seems to be very ill-grounded, because our naval force was not only too small but dispatched too late in the year. Our operations against Cape Breton should commence there with the spring, not later than the end of March or the beginning of April; that is, they should begin as soon as the navigation to it is open and safe; till that time, the sea is covered with thick fogs, and the harbours of Cape Breton are choaked with ice. The moment that these begin to clear away is the proper time for making a descent; and it was wholly owing to our observing and seizing it, that the New England men succeeded in their gallant attempt; and whoever hopes for the same success must take the same measures, for the following reasons:

1st. Because a French army or fleet cannot winter in that inhospitable part of the world; and, therefore, by attacking it earlier in the spring before any reinforcements or supplies can be received from Europe, we shall take the French at a total disadvantage; whereas, if we delay but a little later than April, the enemy may be so well provided against our design by reinforcement and supplies, both from Europe and Quebec, as will make all our efforts ineffectual.

2d. The fleet and army therefore which shall be destined to conquer Louisbourg must winter in North America. part at Boston, part at Annapolis Royal, and part at Halifax; there the men will be comfortably lodged, and supplied with all the necessaries, and even the conveniencies of life, at a much cheaper rate than they can at home. Thus they will turn out healthy and vigorous in the spring, ready to enter on brisk action before any ships can stir from France or England. The king's ships and transports can lie safe, and be as well cleaned, repaired, careened, or even docked in America, especially at Halifax, as in England, provided 1000 or 1500l. be laid out in re-building the docks and wharfs. Many naval stores can be purchased there for two-thirds of the money they cost here, and the price of all these things paid to British subjects. Thus, and not otherwise, will the fleet, with the army, be ready and in good order to proceed on the attack early in the spring, before the French from Europe, or from Quebec, can have reinforced the place.

It appears, therefore, that lord Loudoun ought to have been enabled to begin his operations against Louisbourg in April, whereas admiral Holburne, without whose assistance he could not proceed, did not arrive till July 9. He ought to have landed on Cape Breton before any ships of war from France or Quebec could get there to annoy his troops in their debarkation: instead of that, the annexed list will shew that there were eighteen capital ships in Louisbourg harbour, ten days before admiral Holburne arrived at Halifax. He ought to have been

sufficiently advanced to preclude all hope of a fortunate issue to the expedition, and a considerable time was,  
unne-

---

assisted by a naval force superior, at least equal, to the French fleet; whereas, it appears by the list, the French were very superior to him in the number of their capital ships, carrying a greater number of guns, all of much heavier metal, and larger calibres, than those of the British fleet. His first intelligence was, indeed, that there were only seven capital ships of war in the harbour of Louisbourg; upon which, tho' such a force was capable of gauling his troops most terribly in their landing, yet he embarked them in order to dispute the point; but captain Edwards, on the Newfoundland station, taking an advice boat about the same time, sent him a true account of the French strength: whereupon a council of war being called, consisting of both land and sea officers, it was agreed unanimously, excepting only one dissenting vote, that the attempt was impracticable at that time; and, in such circumstances, what other resolution could the bravest man, endued with common prudence, come to; suppose, that on being informed of the French naval force, and that there were 3500 regulars in garrison at Louisbourg, (which was the case) they had nevertheless ventured to make the intended descent, what could they in reason expect, but that the French fleet would come out, defeat admiral Holburne, and then sink or destroy all our transports, with 11,000 land-forces on board? The consequence would have been the immediate and utter loss of the whole colony of New York first, and then of all North America: this would have been a decisive blow to the whole British interest in that part of the world. If this was what any man of cool thought would and must expect to be the event, lord Loudoun, and every officer who voted for deferring the attack of Cape Breton, in such circumstances, deserves, instead of censure, the same encomiums that were bestowed by the Romans, on Quintus Fabius Maximus, *qui cunctando restituit rem*, instead of desperately attacking Hannibal when he had no chance of victory.

He is indeed blamed for wasting time in frequent councils of war, instead of going upon action immediately: but is there a man who will say, it would have been prudent in him to put every thing to the risk without endeavouring to get any intelligence? It is also said, that the French fleet was so greatly weakened by sickness that it could have made very little opposition: but supposing this to be true, how could lord Loudoun, or admiral Holburne, know it? They were indeed informed, by a fisherman, that the French crews were sickly, yet not so sickly as to render them despicable enemies. Besides, we see how little the intelligence of fishermen was to be depended upon, for they said there were but seven sail of French ships in the harbour, when there were eighteen of the line, and six frigates from twenty-six to 40 guns. Some think it extraordinary that admiral Holburne should venture up to Louisbourg, and cruise off the port with only five or six ships of the line, and yet think it imprudent to go up with his whole force and the transports; but they do not rightly consider the difference,  
had

unnecessarily consumed, at Halifax, in exercising the troops, in order to accustom them to the different

had the French come out with a superior force. In one case he might have made at worst a running fight of it; but, in the other, what would have become of the transports and land forces? he must either have left them to perish by themselves, or have perished with them.

To conclude, the conduct of lord Loudoun and admiral Holburne seems not only justifiable, but commendable; and, instead of being recalled, they ought to be ordered to winter in North America, that they may be ready to act early in the spring.

The comparative force of the different fleets will be clearly seen by the following subjoined lists.

ENGLISH.			
Ships.	Guns.	Ships.	Guns.
Newark - - -	80	Defiance - - -	60
Invincible - - -	74	Tilbury - - -	60
Terrible - - -	74	Windfor - - -	60
Northumberland - - -	70	Centurion - - -	54
Grafton - - -	68	Sutherland - - -	50
Orford - - -	68		
Bedford - - -	64		1090
Captain - - -	64	Five twenty-gun ships	100
Nassau - - -	64	Six sloops - - -	72
Nottingham - - -	60		
Kingston - - -	60	In all	1262
Sunderland - - -	60		

N. B. July 9, admiral Holburne arrived with fourteen sail of the above ships, together with the twenty-gun ships and sloops. The Windsor arrived August 4, in the afternoon of that day the resolution of abandoning the enterprize was taken.

FRENCH.			
Ships.	Guns.	Ships.	Guns.
June 4, arrived M. Reveft with		Le Superbe - - -	74
Le Hector - - -	72	Le Glorieux - - -	74
L'Achille - - -	64	Le Heros - - -	74
Le Vaillant - - -	64	Le Dauphin Royal - - -	70
Le Sage - - -	64	Le Belliqueux - - -	64
		Le Celebre - - -	64
June 5, arrived M. Beaufremont with		Le Bizarre - - -	64
L'Etonnant - - -	80		1270
Le Defenseur - - -	74		
Le Diademe - - -	74		
L'Inflexible - - -	64		
L'Eveille - - -	64		
June 29, arrived de la Mothe with			
Le Duc de Bourgogne	80		
Le Formidable - - -	84		

FRIGATES.	
La Brune - - -	36
Le Bien Acquis - - -	40
La Comete - - -	30
La Hermione - - -	26
La Coquine Flute - - -	36
La Fortune de Lig - - -	36

In all 1474 manœuvres

manoeuvres and modes of attack they might probably be required to execute when called into actual service.

The troops were at last embarked, and ready to proceed by the 1st of August; but while the fleet was on its passage, a French packet was, as it is presumed, thrown purposely in its way, and captured. By the dispatches which were found on board her, the commanders-in-chief were informed there was a naval force, amounting to seventeen ships of the line and three frigates in the harbour of Louisburg; that the town was defended by a formidable land force, consisting of six thousand Europeans, three thousand colonial troops, together with three hundred Indians; that the magazines were plentifully stored with provisions and ammunition of all kinds. The receipt of this intelligence necessarily produced a council of war, in which it was almost unanimously resolved to abandon the expedition. The troops were immediately sent back, but admiral Holburne continued cruising with the fleet off Cape Breton. On the 20th he was off Louisburg, and within two miles of the entrance of the harbour, so that he could distinctly see the French admiral make the signal to unmoor; but being far inferior in force, he immediately retired to Halifax, where, being reinforced by four ships of the line, he returned to his former station in hopes of enticing the French to stand out to sea and engage him.

The admiral was not fortunate enough to succeed, and, continuing in the same disposition, was, on the 20th of September, overtaken by a great number of frigates and frigates, which continued to harass him for several days. When the gale commenced the fleet was at anchorage, nearly five leagues from the shore, and when it abated was driven within two miles of the breakers. The admiral had not time to discharge a single shot, and, therefore, the whole fleet was so much disabled that he was obliged to retire and to seek shelter. As it was the 10th of October, and exceedingly cold, the fleet was obliged to anchor there and wintered, the *Graton* to a great degree, her middle bottom off, and the ship afterwards so much damaged that her preservation was considered as almost impossible. Several other ships were nearly wrecked, and the whole squadron so much damaged that the admiral, with such  
Ships

ships as he could collect, was obliged to make for England as expeditiously as possible.

Mr. Holburne arrived at Spithead on the 7th of December, and was quickly afterwards appointed port admiral at Portsmouth. On the 7th of February following he was promoted to be vice-admiral of the white, and continued employed in the above uninteresting manner during the usual term for which such appointments are generally held; but is no otherwise mentioned than as having been, in the month of February 1759, advanced to be vice-admiral of the red. He struck his flag, and quitted his command on the 1st of November 1761, and does not appear to have held any naval appointment after that time. In the first parliament assembled after the accession of his present majesty, he was chosen representative for the united burghs of Sterling, Innerskeithen, &c. and in the ensuing parliament was chosen member for the town of Plymouth, a station he continued to retain till his death. About the year 1766, he was advanced to be admiral of the blue. Honours and appointments began not long after that time to flow rapidly in upon him. On the 24th of February 1770, he was nominated one of the commissioners for executing the office of lord high admiral; and on the 28th of October following was promoted to the rank of admiral of the white; about the same time he received the civil appointment of rear-admiral of Great Britain, as successor to sir Charles Knowles, who had resigned a little time before, on accepting a command in the Russian service. Early in the year 1771 he was made governor of Greenwich-hospital, an honour he did not long live to enjoy, dying, on the 15th of July following, at the age of sixty-seven. He married —, widow of Edward Lascelles, esq. collector of the island of Barbadoes, and father to the present lord Harewood. By this lady he left one son, the present sir Francis Holburne, who succeeded to the title of baronet, in Scotland, on the death of sir Alexander Holburne, his cousin.

The character of this gentleman has been as variously represented by his friends and enemies as that of any of his predecessors or contemporaries. An elevated station rarely fails to give birth to controversies of this nature, and few instances occur where public opinion is not oppositely,  
and,

and, generally speaking, unwarrantably divided. An anecdote of him, which has been related to us from the best authority, is, however, too honourable to his character to be omitted in this place. During his passage to England, from America, we believe from Louisburg, in which, as it is well known, he encountered a most violent and tremendous tempest, he had observed a young officer particularly diligent, active, and useful on so trying an occasion; but at the same time had taken notice of his striking several of the common men whom he thought slow or remiss in their duty. When the tempest had in some measure subsided, he sent for the young gentleman into his cabin, and addressed him in the following manner: "Sir, I have observed, with the greatest pleasure, your diligence and exertions; I shall, in consequence of them, use my utmost endeavours to procure your promotion, but if I ever know that you again strike a seaman, from that moment I renounce you—you will lose all pretensions to my favour and friendship."

HOLCOMBE, Essex\*,—was, on the 12th of October 1740, appointed captain of the *Winchelsea* frigate, one of the vessels employed, immediately afterwards, in cruising at the entrance of the Channel, off Cape Finisterre. These services and stations were unhappily so unimportant, so little calculated to raise his fame and renown, that we do not find any other mention made of him, except that he was, after 1743-4, stationed in the Mediterranean as capt. of the *Winchelsea*. He continued there nearly the whole of the war; and, in April 1748, commanded the *Nassau*, of 70 guns. He was then employed in convoying to Corsica a small number of transports, having on board two battalions of Sardinian and one of Austrian troops; but peace being concluded soon afterwards, the interference of a foreign power became improper, so that we have nothing farther to relate, except the foregoing occurrence, the Corsicans and Genoese being, as it is elsewhere remarked, left to themselves. The *Nassau* was, in all probability, put out of commission, soon after its return to England, in

---

\* He is said, in one account we have seen, to have commanded the *Blast* bomb-ketch in 1741; but we know not whether this circumstance is to be depended upon.

consequence of the cessation of hostilities; and captain Holcombe is not known to have had any subsequent appointment. He retired indeed from the service altogether about the year 1755, with the rank and half-pay of a rear-admiral on the superannuated list. He enjoyed this honourable proof of the estimation in which he had been held, as a good officer and worthy man, till the time of his death, which happened on the 29th of January 1770.

HUGHES, Sir Richard,—in the beginning of the year 1740, commanded the *Anne Galley* fireship, one of the small vessels attached to the fleet on the Mediterranean station, commanded by admiral Haddock. He was, on the 24th of October 1740, promoted to be captain of the *Dursley Galley* frigate, and continued on the same station many years, as will be presently seen. While he was captain of the *Dursley Galley* we find no other mention made of him than what is common to all officers employed in a similar unenviable manner during a war; he was totally occupied in attending on the fleet, and in short cruises, which afforded him no opportunity of acquiring either emolument or fame, as the presence of the British naval force confined to the harbours of the enemy all their smaller vessels, whether intended for the purposes of war or commerce.

About the beginning of the year 1742, we find him to have been promoted to the *Feverham*, of forty guns, one of the ships sent, in the month of August following, under commodore Martin, to remonstrate with the king of Naples; the particulars of which expedition have been already given at length in the account of the commodore \*. We find no subsequent mention made of him till 1745, and he is then only noticed as having been captain of the *Chat-ham*, and one of the members composing the court-martial convened at Mahon, in the month of January, to enquire into the conduct of captain Richard Norris. In 1746 he was commodore of a small squadron, stationed off the coast of Italy by the commander-in-chief, and employed totally in cruising for the protection of commerce, or that of transports, with stores, for the use of the Imperial army. We find no farther account of him,

---

\* Vol. iv. p. 72.

in the line of active service, except that he was sometime afterwards appointed captain of the *Essex*; and, in the month of February 1753, was commissioned to the *Fongueux*, of sixty-four guns, a guardship at Portsmouth.

In 1754 he retired totally from this line of service, being appointed commissioner-resident at Portsmouth, as successor to his father. This station he continued to fill with high reputation, and the approbation of all men, till the year 1773; when, in the month of June, he was created a baronet by his majesty, who made an excursion to Portsmouth at that time. He soon afterwards retired from all public functions on a pension of 500*l. per annum*. He died, as we believe, some time in the course of the year 1782.

JOLLY, Thomas, — was, on the 12th of May 1740, appointed captain of the *Lively* frigate: he was very soon afterwards, that is to say in the following month, promoted\* to the *Rippon*, of sixty guns, one of the ships equipped, in the ensuing autumn, for the intended expedition against Carthage. He was one of those unhappy commanders who fell victims to the unwholesomeness of that climate, dying there in the month of May 1741.

LIMEBURNER, Thomas, — was, on the 11th of July 1740, promoted, from being commander of a sloop of war, to be captain of the *Seahorse* frigate, at the special instance of Mr. Patten, afterwards earl of Bath, who, on his sailing almost immediately afterwards to the West Indies, recommended him to Mr. Vernon in the following warm terms. "This will be delivered to you by captain Limeburner, one whom Mr. Charles Wager preferred at my recommendation; you will find him, I dare say, a very sensible honest man, and if he be such, I am confident he will meet with your farther encouragement and protection." After his return to Europe he was promoted to the *Hampshire*, of fifty guns; but in some accounts he is erroneously stated to have been appointed to the *Plymouth*. The *Hampshire* was principally, if not entirely employed as a cruiser, a service in which captain Lime-

\* He is said, but we believe erroneously, to have progressively commanded, for a short time during the course of the summer, the *Assistance*, of fifty, and the *Montagu*, of sixty guns.



but never appears to have been very alert. On the 9th of April he captured a stout Spanish privateer, called *Le Galgo*, mounting twenty-four carriage guns, and ten large patararoes, with a crew of one hundred and forty men; and on the 22d of January ensuing, two others, one of nearly the same force with the *Galgo*, the other of sixteen carriage and swivel guns, with one hundred and twenty-four men. No other mention is made of this gentleman except that he was afterwards appointed captain of the *Fubbs yacht*; in which station he died on the 5th of November 1750.

**LISLE**, William,—was the descendant of a very ancient and respectable family long settled in the county of Southampton, where they had very large possessions. The name is supposed to have been derived from that very circumstance, *L'Isle-vel De L'Isle*, the greater part of the *Isle of Wight* having, as it is said, formerly belonged to them. This gentleman was, on the 28th of May 1740, appointed captain of the *Scarborough*, a bomb-ketch; in which vessel he continued till the year 1743, if not till a later period\*, he having been, at the time just mentioned, one of the commanders employed, under Mr. Knowles, at the different attacks of *La Guira* and *Porto Cavallo*. The appointments of this truly worthy and brave man were, for some time, so little consequential, that no mention whatever is made of him till the month of September 1746, when we find him to have commanded the *Severn*, of fifty guns, one of the ships which had been, previous to that time, on the *West India* station, where we believe captain Lisle to have commanded her. He was on his return to England, in company with the *Woolwich*, a ship of the same force, and a fleet of merchant ships under their convoy, when they unhappily fell in with a small French squadron of four ships, commanded by the well-known *marquis de Conflans*. Capt. Lisle defended himself with the greatest gallantry for two hours, when the very superior

\* Previous to this time he was employed as a cruiser, and in the year 1744 drove on shore a privateer sloop, and sunk one of much more considerable consequence, mounting twenty-four guns, and with a very formidable crew, after a very smart action, off of *Porto Rico*.

force of the enemy compelled him to surrender. In the month of October 1747, being not long after he was exchanged, he was advanced to the command of the *Vigilant*, of sixty-four guns, one of the Squadron ordered for the East Indies under the command of rear-admiral Boscawen. The leading events of that expedition, even those in which captain Lisle was immediately concerned, have been already related in the life of the commander-in-chief\*, so that it is needless to attempt any repetition of them, or, to say more than that he was appointed, during the course of it, an established commodore with a broad pendant.

It was at one time determined he should continue in India as commander-in-chief after the return of Mr. Boscawen to England, as appears from the following extract of a letter from Gombroon, dated Feb. 11, 1750. "Captain Lisle is ordered to hoist a broad pendant in India, where he is to stay three years, and to dispose the ships under his command to such parts of India as may be thought best for the company's interest." He did not, however, continue on his station during so long a period; but died at the Cape of Good Hope, when on his return to England, on the 26th of January 1752. He had been long and most grievously afflicted with the gout, which we believe to have been an hereditary disorder, and was attacked on his passage by a most violent fit, which seized him both in his head, and feet. When he arrived at the Cape it was recommended to him to use a hot bath. He declared himself perfectly ready to comply with the advice, because, if he rejected it, he might probably incur the charge of obduracy; but he at the same time expressed a firm persuasion, that he should not survive the acquiescence many minutes. The event fully and most unfortunately proved the truth of the prediction. Soon as he was immersed in the hot water his pains were instantaneously alluaged, but, in a few moments after being taken out, he fell back and expired.

There is a traditional report that this gentleman, immediately after the commencement of hostilities with ~~him~~ then captain of a bomb-vessel, unskilfully fell

in with a Spanish ship of war, mounting forty guns or upwards. The enemy bore down to him as to a certain prize: Mr. Lisle was, however, too gallant and spirited an officer to surrender without making some effort to escape. By the dexterous management of his small vessel, and occasionally returning the fire of the enemy with the few guns he had, this purpose was happily effected: what also afforded an additional satisfaction, both to himself and his countrymen, was, that during the whole of this very difficult attempt, few, or none of his crew were either killed or wounded. Such is the outline with which we have been furnished of this highly honourable transaction; and we can only lament not being able to relate it more particularly and minutely.

MARTIN, Roger,—was, on the 24th of September 1740, appointed captain of the *Litchfield*, of fifty guns. In this ship he did not continue longer than the month of November, being then succeeded by captain Cleland. He was next appointed to the *Assistance*, and ordered out on a cruise; during which, in the month of August 1741, we find him to have captured, and brought into Spithead, two valuable Spanish prizes, one called the *Conception*, the other the *St. Dominic*.

Extraordinary as it may appear, we have no other particulars concerning him, except that, in the month of December 1747, he was one of the members of the court-martial, convened at Portsmouth, for the trial of captain Fox, of the *Kent*; so that it is very evident he was at that time in actual service. In the month of February 1753, he was commissioned to the *Monarch*, a guardship of seventy-four guns, at Portsmouth. In March 1755, he was appointed captain of the *Royal George*, a command he retained till the month of May 1756, when he retired on the rank and half-pay of a rear-admiral. He died about the year 1779.

MAYNARD, Robert,—was, on the 22d of September 1740, promoted, by admiral Vernon, to be captain of the *Sheerness* frigate; but we find no other mention made of him. In the month of March 1742, he was advanced to the command of the *Antelope*, of fifty guns, and not improbably ordered soon afterwards for the Mediterranean, where we find him, in the month of January 1745, one of

of the members of the court-martial convened for the trial of captain Richard Norris; and it appears he at that time continued to command the *Antelope*. No other particulars concerning this gentleman have come to our knowledge, except that he died in England sometime in the course of the year 1750.

MITCHELL, Matthew,—was, on the 30th of June 1740, appointed to command the *Pearl*, of forty guns, one of the ships composing the small squadron then under orders for the South Seas. When the ships arrived at Madeira, captain Norris, at that time commander of the *Gloucester*, applied for leave to return to England in consequence of ill health, which he alledged prevented him from proceeding on so long a voyage. This request was immediately complied with by commodore Anson, who appointed captain Mitchell to command the *Gloucester* in his room. The subsequent events of this alternately disastrous and fortunate expedition having been already given at some length in our account of Mr. Anson, so that it is needless to add much more, than that captain Mitchell and his unfortunate ship, having narrowly escaped being burnt, having afterwards encountered a series of difficulties and hardships almost incredible in the passage round Cape Horn, at last got sight of the island of Juan Fernandez on the 21st of June. The crew was by this time so much reduced by the scurvy, that had not the commodore, who had reached that hospitable spot some days before, dispatched his long boat with water and vegetables, the miserable remnant that still remained alive must have perished of absolute thirst. They had been for some time at an allowance of a pint a day to each man; and even that scanty supply would have been exhausted in the next twenty-four hours.

Though they had so nearly reached the point, where not only the ravages of disease were likely to be put an end to, but where they also might be certain of procuring relief to their other wants and necessities, the measure of their distress was not yet full, that wretched crew were tantalized for upwards a month with an occasional sight of the island without being able to reach it, some days driven to such a distance as almost to reduce them to the extremity of despair, that they should never be able to re-measure  
back



back their course, attacked as they were at different times, in their disabled crippled vessel, by such violent gusts of wind; that they were under momentary apprehensions of foundering. At length, on the 23d of July, they succeeded in getting round the north-west point of the bay; and having received a reinforcement of recovered men from the commodore, were fortunate enough to bring their crazy vessel to an anchor, in little more than an hour from the time their more fortunate comrades on shore considered their arrival as certain. This ill-fated crew was reduced to eighty-two persons; but happily, though the distress they had experienced previous to their arrival had been infinitely greater than that which their comrades, on board the commodore's ship, had encountered, their mortality ceased almost immediately on their landing, a circumstance supposed to be attributable to the violence of the disease being mitigated by the vegetables and fresh water sent to them, by Mr. Anson, when the ship was first discovered. The *Anna Pink* victualler being condemned as unfit for service, her crew, consisting of eleven persons, including the master, were turned over to the *Gloucester* as a reinforcement, as were also twenty-three sailers and six passengers, from on board the *Carmelo*, a Spanish prize captured by the *Centurion*.

The commodore sailed, as has been already related in our account of him, on the 19th of September, leaving instructions for captain Mitchel to follow him, when his ship should be as well re-equipped as circumstances would admit of, and cruise off the island of Paita till the *Centurion* should join him. The *Gloucester*, during this interval, captured only two small vessels, one of them a snow, the other a Spanish launch, or large boat; their cargoes were, consequently, inconsiderable; but, as is frequently the case in those seas with prizes, that might on their first seizure be deemed too insignificant to answer the trouble of taking possession, they were found, on examination, to have specie on board to the amount of nearly 20,000l\*. Mr. Anson, who in the interim had burnt the town of Paita, joined captain Mitchel on the 18th of November: and nothing material took place, in addition

---

\* The snow 7,000l; the launch 10,000l.

to what has been already related, till the beginning of the month of August following 1742. At this time the Gloucester, unfortunate almost from the hour of quitting St. Heilen's, after having considerably retarded the Centurion, on their passage from South America to the Ladrone islands, had the additional misfortune to lose both her fore and main-top-masts in a gale of wind: she was, moreover, so leaky as to have seven feet water in her hold. The wind at this time rose almost to an hurricane; and the Centurion herself sprung a leak. Though under such circumstances the administration of any relief was next to an impossibility, yet Mr. Anson sent his boat on board, by which captain Mitchell returned an instrument, signed by himself and the rest of his officers, stating, "that the leaks were irreparable at sea; that he needed spare top-masts to get up in the place of those which had been carried away; that many of the knees and clamps were loose, and the quarter-deck ready to drop down; that the crew, notwithstanding several trivial reinforcements, was reduced to ninety-seven men, officers and prisoners included, with eighteen boys, out of which number, which had they been all in health, was in itself extremely inconsiderable for the bare purpose of navigating so large a ship, there were only sixteen men and eleven boys able to keep the deck, many of which were very infirm; that provisions and fresh water could not be got at without extreme difficulty, the ship having then in her hold seven feet water, which was hourly encreasing." This deplorable statement being immediately authenticated by a regular survey, captain Mitchel was directed to remove his people, together with such valuables and stores as he could get at, on board the Centurion, and then destroy his ship.

Two days were unavoidably consumed in this operation, which, under more favourable circumstances, might almost have been accomplished in as many hours. It was not without much difficulty that the specie was saved; but nearly the whole of the prize-goods which were on board her, and were of very considerable value, were abandoned to the same unfortunate fate as the vessel which contained them. Even of the provisions, five casks of flour could only be preserved, and three of them were damaged by the salt water. Of the sick, amounting in  
number

number to upwards of seventy persons, three or four expired in the act of being conveyed on board the *Centurion*, notwithstanding all possible tenderness was used in their removal. The ship was set on fire, and, after burning all night, blew up with a very inconsiderable report, the *Centurion* being at that time about four leagues distant.

Captain Mitchel continued on board the *Centurion* till after the arrival of that ship at China: he from thence took his passage in a Swedish ship, bound from Macao for Europe. On his arrival, about the month of June 1743, he was received with much attention by administration, and was not long afterwards appointed captain of the *Worcester*. In 1746 he was commodore of a small squadron, stationed off the coast of Flanders for the purpose of preventing any supplies passing from Dunkirk, and other ports in that neighbourhood, for the support of the rebel army in Scotland\*. He was singularly active † and successful in this employment, and remained on the same station nearly till the conclusion of the war. A short time after the general election, in 1747, he was elected representative in parliament for the borough of Westbury, but did not long continue to fill the station of a senator, dying, in the prime of life, on the 29th of April 1752.

He married, on the 4th of March 1749, Frances, daughter of — Ashfordby, esq. of Norfolk-street, London, with whom, it is said, he received a fortune of 20,000*l*.

MURRAY, Honourable George,—was the second son of George, fourth lord Elibank, and Elizabeth, daughter of Mr. George Stirling, of Edinburgh. The first mention we find made of him in the naval service, to which he betook himself early in life, is in the month of July 1740,

\* The Hazard sloop, afterwards captured on the coast of Scotland, is particularly mentioned as having been obliged, by the commodore's vigilance, with his cruisers, to put back six different times; but at last, and then too unfortunately for herself, succeeded in consequence of a very thick fog, which completely shrouded her from his sight.

† At the latter end of May 1746, he drove on shore a French frigate, mounting twenty-four guns; and, in a very few days afterwards, a large armed cutter belonging to the same nation.

at which time he commanded the *Trial* sloop of war, a small vessel attached to the Squadron sent to the South Seas, under the orders of Mr. Anson. On the arrival of this force at Madeira, and the return of Mr. Norris, captain of the *Gloucester*, to England, Mr. Murray was advanced to be captain of the *Wager*, on the 3d of November 1740, as successor to captain Kidd, who was promoted to the *Pearl*. On the death of this gentleman, on the 31st of January 1740-1, he again followed him as successor into the *Pearl*. The subsequent distresses of this unfortunate Squadron are well known: the *Pearl* and *Severn*, after having for a considerable time combated against difficulties, daily encreasing and growing more formidable, were at length compelled to put back, having lost sight of the Squadron on the 10th of March, about a month after they had passed the Straights Le Maire.

After combating, for the space of nearly forty days, with a storm almost continual, they were fortunate enough to get into Rio Janeiro on the 6th of June, their ships much disabled, and the crews considerably diminished by sickness and death, induced by the scurvy and excessive fatigue: they were afterwards, however, fortunate enough to reach England \* without experiencing any further accident. The first particular mention we find made of this gentleman, after his fortunate return, is his appointment, in the month of October 1743, to be captain of the *Hampshire*, a fourth rate of fifty guns. He was soon afterwards ordered to the Mediterranean, where we find him, in the month of January 1745, one of the court martial assembled on board the *Terby*, at Mahon, for the purpose of examining the conduct of captain Richard Norris. We do not discover any other notice taken of him till the month of May 1755, when he was appointed captain of the *Prudent*, as he was soon afterwards of the *Revenge*. He did not long retain this command, and retired from the service early in the following year. In the month of May he was advanced to the rank of rear admiral, on the 1st of January 1761. By the death of his eldest brother, sometime in the year 1781,

---

\* They sailed from Rio Janeiro for Barbadoes, where they arrived February the 5th, 1742.



he succeeded to the title of lord Elibank. He himself died, at Ballinerig in Scotland, on the 11th of November 1785.

**NORRIS**, Harry, — was the youngest son of admiral sir John Norris. He was promoted, on the 26th of September 1740, to be captain of the *Russel*: other accounts however assert, that his first appointment was to a frigate, of twenty guns. We find no other mention made of him till the month of March 1743, when he was made captain of the *Jersey*, a fourth rate of sixty guns. No particular or interesting circumstance is recorded of him during the time he held this command, in which he indeed, at farthest, continued only till the end of the year 1744. He was then advanced to the *Prince Frederic*, a third rate of seventy guns, employed, during the ensuing year, on the home station, where, notwithstanding the rebellion had, at the instigation of the French court, taken place in Scotland, very few occurrences of note took place in the department of naval war, so that we find no notice taken of him, except his having been a member of the court-martial held for the trial of commodore Griffin and the captains under his command, on the 31st of January. In the month of February 1746, he was ordered, with some other ships, to cruise at the entrance of the Channel, where he had the good fortune to capture, after a long chase, a large French privateer belonging to St. Maloe's, mounting twenty-two guns. He retained the same command till the conclusion of the war, and being at that time in the *Prince Frederic*, was one of the commanders, under the orders of the admirals Anson and Warren, at the defeat of the French fleet off Cape Finisterre.

Nothing farther is said of this gentleman till the month of March 1755, when he commanded the *Yarmouth*, of seventy guns, one of the ships fitted at Chatham in consequence of the expected rupture with France. This ship was one of those which were sent, under the command of Mr. Holburne, to North America, for the purpose of reinforcing Mr. Boscawen, in the month of May. Captain Norris accompanied him, continuing in the *Yarmouth* till he was promoted to a flag. This advancement took place in June 1756, to be rear-admiral of the white, as moreover, on the 31st of January 1758, to be rear

rear of the red ; and, on the 14<sup>th</sup> of February 1759, to be vice-admiral of the white : this appears to have been the highest rank he ever attained. Though very highly and deservedly esteemed by men of all ranks, he was not, we believe, ever employed, as a flag officer, in active service, except during a part of the year 1756, when he was one of the admirals commanding the fleet stationed off Brest\*. He did not long survive the conclusion of the peace in 1763, dying, much regretted, on the 13<sup>th</sup> of June 1764.

OSBORNE, Peter, — was the brother of admiral Henry Osborne, of whom we have already given some account. At the end of the year 1739 this gentleman was lieutenant of the Assistance ; from thence he was, on the 28<sup>th</sup> of July 1740, promoted to be captain of the same ship. He was, in the ensuing month removed into the Diamond frigate as successor to captain Knowles, and out of that ship was, in the month of September, made captain of the Salisbury. He was very soon afterwards ordered to Cork, and from thence to the Mediterranean, where he continued several years serving progressively under the admirals Haddock and Mathews. We find, however, no other particular mention made of him, except his having been left, by commodore Martin, in the month of September 1742, together with the captains West and Balchen, for the protection of the port of Leghorn. After his return to England, and the conclusion of the war, he was, in the year 1750, appointed one of the captains in the Greenwich-hospital, a station he consequently retained till his death, an event that happened on the 24<sup>th</sup> of February 1754.

PETT, Robert, — a descendant of sir Phineas Pett, was, on the 15<sup>th</sup> of July, promoted from the station of lieutenant, to be captain of the Bridgewater, of twenty guns. During the remainder of the current, and a part of the ensuing year, this ship was stationed as a cruiser in the German Ocean : from the above ship he was promoted to the Diamond, of forty guns. We hear nothing farther

---

\* He was, in the month of December following, one of the members of the court-martial convened for the trial of Mr. Byng.

concerning him till the beginning of the year 1744, when we find him captain of the *Princessa*, of seventy guns, and ordered to the Mediterranean, with one or two other ships, as a reinforcement to the fleet under Mr. Mathews. He behaved with great gallantry and good conduct in the encounter with the French and Spanish fleets off Toulon; but no other mention, except his having been one of the members of the court-martial, assembled at Port Mahon, for the trial of captain Richard Norris, is made of him in the service, except that, in the month of February 1753, he commanded the *Invincible* of seventy-four guns, a guard-ship at Portsmouth: he retired from it altogether in the year 1755, being appointed one of the commissioners of the victualling-office. He retained this station till the year 1776; and then, being far advanced in years, retired from all public employment on a pension of superannuation. He survived but a very short time, dying on the 19th of October in the year last-mentioned.

PEYTON, Edward,—was, on the 4th of April 1740, appointed captain of the *Greyhound* frigate\*. He was not long afterwards removed into the *Kennington*, a ship of the same force as the preceding. During the early part of his time of service in that command he was principally employed in convoying the trade to and from Lisbon. He was afterwards ordered to the Mediterranean, where he continued some time; and on his return to England was promoted to the *Medway*, of sixty guns, one of the small squadron sent to the East Indies, in the month of May 1744, under commodore Barnet. In a few days after the ships sailed from the island of Madagascar, where they had put in for a supply of water and provisions, captain Peyton in the *Medway*, together with captain Moore in the *Diamond* frigate, of twenty guns, parted company from the commodore, and proceeded to the straits of Malacca. In their way thither they put into the port of Achin, where they captured a stout French privateer, fitted out purposely to cruise in the Chinese

---

\* During the time he held this command he was principally employed as a cruiser; in which employment we do not find him particularly mentioned, except as the captor of the *Potencia*, a Spanish privateer, of twelve guns and eighty-eight men, which he carried into Gibraltar.

seas ; and fortune still favouring them in their passage thro' the Streights, made prize of a French merchant ship from Manilla, of considerable value. Mr. Peyton proceeded soon after this success to Batavia, which was the appointed place of rendezvous for the whole force.

On the death of commodore Barnet, a melancholy event which took place on the 29th of April 1746, the chief command devolved on Mr. Peyton, as the senior captain on that station ; an honour which he had not long enjoyed, when, on the 25th of June following he fell in with the French squadron, under the command of Mr. Bourdonnais. This transaction having made considerable noise, we shall be somewhat particular in our account of it, and the more so because the East India company appear to have propagated, with no small degree of industry, a report highly injurious to the reputation of a brave and worthy man. The official account, published by government, is plain, fair, and concise. It states simply, that the English squadron, consisting of the Medway, of sixty guns, captain Peyton ; the Preston, of fifty guns, lord Northesk ; the Harwich, of fifty guns, captain Carteret ; the Winchester, of fifty guns, lord Thomas Bertie ; the Medway's Prize, of forty guns, captain Griffith ; and the Lively, of twenty guns, commanded by captain Stevens, fell in with the French commodore, who had his distinguishing pendant on board the Achilles, of seventy-four guns ; the Duke of Orleans and the Bourbon, of fifty-six ; the Phoenix, Neptune, and St. Louis, of forty-four ; the Lys, of forty ; the Insulaire, and another ship, name unknown, of twenty guns each. The French, says the account, put back to Pondicherry, having suffered much in men and rigging : *the English men of war also were much damaged, and the Medway got into Crankanella to refit, being very leaky.*

It is evident from this statement, which is taken from the best authorities we have been able to procure, that the French were, at least, one-fourth superior in point of force, the number of guns in their squadron amounting to three hundred and ninety-eight ; while that under Mr. Peyton carried only two hundred and seventy ; so that the complete defeat of the latter could not fairly have reflected any disgrace on him. Nevertheless, if any credit is to be given to that account which, published by those  
who,

who have the best opportunity of ascertaining, and becoming masters of the truth, is consequently deemed the most authentic of any existing, Mr. Bourdonnais was actually discomfited in the engagement and retired. The directors of the East India company were much dissatisfied with this transaction in the first paroxysms of their disappointment at not having so superior a force completely annihilated, they were driven almost to desperation by the fear of having their property and possessions plundered by a merciless enemy. At the same time not daring, or not honest enough to blame the true authors of the misfortune, had it really befallen them; transferring from administration at home all the blame of not having sent from Europe a sufficient force to protect their wealth, and unjustly sinking the delinquency, or miserable œconomy of their own servants, in not having equipped all the force in their power and put it under the command of Mr. Peyton, the better to have enabled him to counteract that of the *French East India company*, which had joined the French king's commodore; they vented at once their spleen and their fears in the following illiberal and sarcastic account of the transaction alluded to. Frequent instances of the same kind of unjust treatment, shewn by corporate bodies, to the bravest and most worthy men, occur in the English history.

“ July the 25th, at day break, his majesty's squadron in Negapatam road, made signal for several ships in the offing, to which they went out, and found them to be nine French ships: the wind being light they could not get up with each other till half past four in the evening, at which time the engagement began, and lasted till about seven, when it grew dark. The two squadrons continued near one another all the next day. At four in the afternoon captain Peyton summoned a council of war, where it was agreed not to engage the enemy, but to proceed to Trincomalè bay, as the French did for Pondicherry, and arrived there on the 27th: fourteen were killed and forty-six wounded in the English squadron. The French squadron consisted of the *Achilles*, a seventy-gun ship; six company's ships, and two country ships.

“ Captain Peyton kept the squadron at Trincomalè till the beginning of August, when he came on the coast,  
and

and on the 6th appeared off Negapatam. The French squadron, consisting of eight ships (one being gone to Bengal, and since lost in that river with two hundred and eighty Europeans) weighed from Pondicherry, July 24, for the southward, and stood out to meet the English squadron, which stood to the southward from them, and the French then returned. The 7th of August both squadrons did the same; as likewise on the 8th and 9th. The 10th the English disappeared; on which the French returned, and on the 13th anchored in Pondicherry road.

“ The 17th the eight ships weighed for Madras road, where they arrived the 18th, and fired on the ship *Princess Mary*, which was returned from the ship and from the fort. Each ship gave a broadside as she stood to the northward, and another as she returned, and then stood to the southward again. We are since informed the French had two motives for this expedition; one was to make a plea with the country government that the English committed the first hostilities ashore; the other to see if captain Peyton would come to our assistance or not.

“ The 25th captain Peyton, with the squadron, stood into Pullicat road, where he sent his lieutenant, Mr. Weymefs, on board a vessel in the road. He was there told of all the circumstances of their attacking the ship *Princess Mary*, and of their then being between Madras and Pondicherry. On this captain Peyton disappeared and has never been heard of, or from, by any of the English, though there has been no cost, or pains, spared for that purpose, as may easily be imagined from the since melancholy situation of affairs on the coast. The last letter received from any one belonging to the squadron, was from captain Peyton, to governor Morse, dated August 4, when he was just come out refitted.

“ This unhappy conduct of his so animated the French that they determined on attacking Fort St. George. We call it unhappy, because it has truly proved so in its consequence; though what reasons captain Peyton may have had for this proceeding we know not.”

Mr. Campbell is ungenerous and prejudiced enough to join in the outcry, and remarks, “ that although Mr. Peyton called a council of war, and that determined as councils generally do, not to fight; yet, when a com-

mander-in-chief, invested with full power to act by his sole authority, calls a council of war, it creates a strong suspicion that he wants to divide the blame of an unjustifiable action." He is afterwards particularly, and rather indecently sarcastic on the man who presumes to take such measures, in collecting the general opinion of those under his command: but however productive such counsels may, on some few occasions, have been, of events sinking below the public hope, yet, considering their general utility, we cannot but most pointedly dissent from the idea of any impropriety in convening them, on all occasions, like that now before us, where there exists even a doubt of success.

No particular occurrence took place after the above time till the arrival of Mr. Griffin, who superseded commodore Peyton and treated him with that asperity and cruelty which frequently attends the workings of a narrow and imbecile mind. He confined Mr. Peyton in the most degrading and insulting manner, sending him home immediately afterwards loaded with every restraint, and ignominious treatment, that could have been bestowed on a real delinquent of the blackest kind. Mr. Peyton on his arrival in England, dispelled, by his presence, the invidious clouds of envy, malice, and prejudice, which had been raised against him during his absence: the loudest of his enemies became silent; and the East India company, hardened as they were, even at that day, in the oppression of all who, they thought, had not courage, or power, sufficient to resist them, dared not to erect their former passionate and violent obloquy into any thing like a charge of misconduct: in short, he was accused by a shadow only, no one venturing to stand forth and prefer any thing like a specific charge. Mr. Peyton, not improbably oppressed with grief and indignation at the treatment he had experienced, did not long survive his return, dying on the 4th of April 1749.

Those who do not encourage the smallest shadow of superstition; those who are the greatest disbelievers of providential retribution, can scarcely reflect on the foregoing transaction, and the sequel of Mr. Griffin's life, without admitting that something more interesting than the common course of events, marks the conduct and  
 & latter. In all the authoritative pride and infolence

lence of superior command, he was base enough to tyrannize over an innocent man, with whose guilt, supposing that really to have been the case, humanity ought to have sympathized as an undone and unfortunate fellow creature. It is certainly the part of a noble mind to shed a tear of pity at the time it brandishes the sword of justice; but the power even of legal punishment becomes tyranny in its most depraved and horrid form, when that punishment is aggravated by want of insult. It is not effaced from our recollection that Mr. Griffin, after an inglorious command on the same station, fell under a charge of a similar nature to that which had been hastily and injuriously advanced against Mr. Peyton. There is this difference, however, in their fates; the charge against the latter was never substantiated, and the base imputation of impropriety might not a little contribute to shorten that life which it had rendered miserable; while Mr. Griffin, against whom the same was fairly pursued, both to conviction and punishment, bore up against the censure of his countrymen and braved their indignation with the deadest and most stern effrontery: he sought not even in retirement to render his disgrace less remembered, by removing himself from the public sight; but chose rather to submit to any conditions that could be imposed on him, and enter into the measures of any cabal, for the purpose of procuring a dishonourable relaxation of that rank he had, in the opinion of his judges, forfeited by his conduct, a rank which, however humiliating in most instances, cannot confer more dishonour on the possessor when obtained by any other means than the steady and unintermitting pursuit of honour and glory.

FRANKS, Charles Wager,—was a commander in the navy previous to the year 1780. In the month of May 1780, he was appointed to the *Charon* vessel, but still continued connected to the private regulations of the naval service; and by the rank of a commander till the 15th of July 1780, he was promoted to be captain of the *Charon*, a frigate of twenty guns. He was employed for some time in that station, in which service he does not appear to have achieved extraordinary success; and though he continued in the same command longer than the ensuing



not hear any thing farther of him till the beginning of the year 1744, when he commanded the *Diamond*, a fifth rate, attached to the fleet stationed in the Mediterranean under the chief command of admiral Mathews. He was soon afterwards promoted to the *Dunkirk*, of sixty guns, which he commanded in the encounter with the French and Spanish fleets off Toulon. He was stationed to lead Mr. Lestock's division, and *unfortunately* incurred the censure of that gentleman, who was *so strict an observer of discipline*, that, in his answer to the queries sent him by admiral Mathews relative to his own conduct, he makes the following harsh mention of captain Purvis.

“ Those ships of my division which were ahead of me were the *Dunkirk* and *Cambridge*, both which ships could have made more sail, but they kept to windward of their station, particularly the *Dunkirk*. Though there was but little wind, with a swell, yet as they sailed well it was my opinion they might have stopped those four ships of the enemy until I and my division got up; therefore I fired a shot to windward of them, and at the same time made the captain of the *Dunkirk*'s signal, but to no purpose.”

How far this charge was just we cannot take upon us to decide, but we believe it may well be admitted, without the smallest partiality to either side of the question, that this charge was at least exaggerated. One of the points objected against Mr. Lestock, by admiral Mathews, was, “ that he had been guilty of a most scandalous breach of trust, by sending his own captain to captain Purvis, at that time under confinement in order to be tried by a court-martial for misbehaviour, *with instructions to captain Purvis how to conduct himself at the court-martial, and that he would do him no harm.*”

As to the actual conduct of captain Purvis, it does not appear to have been deemed very reprehensible by his judges, for though we have not been able to collect the absolute terms of the decision given by the court-martial, we may very well presume it to have been extremely favourable to captain Purvis, who was continued in his command, and remained on the \* same station, at least till after the

---

\* The charge, far as it related to captain Drummond, of the *Cambridge*, was thought so nugatory or impertinent, that no farther investigation of it appears to have been ever deemed necessary.

commencement of the ensuing year, he having been at that time one of the members of the court-martial convened for the trial of captain Richard Norris.

No other mention is made of this gentleman, except that he was, in the year 1756, put on the superannuated list with the rank and half-pay of a rear-admiral, and died on the 15th of January 1772.

RENTONE, James. — Our information relative to this gentleman commences with his having served as lieutenant, under vice-admiral Vernon, when he proceeded, in 1739, on the expedition against Porto Bello. On account of the knowledge he had obtained of that coast, he was particularly employed, in piloting and directing the course of the squadron, as well during the voyage as the attack itself. The ability he displayed on this occasion, and the services he rendered to the expedition in general, were thought so highly of by Mr. Vernon, that immediately on the reduction of the place, he was promoted to be commander of the *Triumph*, a Spanish snow found in the harbour. He was, as an additional honour, chosen, by the admiral, to be the bearer of his dispatches to England, which announced his success.

Captain Reptone arrived in London on the 13th of March; and being presented to the king, received not only a present of two hundred guineas, but a promise of farther and immediate promotion. He was accordingly, on the 17th of April following, advanced to be captain of the *Experiment* frigate; in which ship he was immediately afterwards ordered for Jamaica to join his former admiral and patron, Mr. Vernon\*. Not having the command of a ship of the line, he could not be supposed to be very particularly engaged in such parts of the attack as depended merely on the ships. In those independant and supplementary services, however, where his genius and particular species of knowledge and judgement could be serviceable, he was employed, and most essentially promoted the success of the naval operations, by the information he furnished relative to the coast, and

---

\* Carrying to him information of the armament that was preparing for the W. <sup>est</sup> under sir C. Ogle,

its different soundings. After the return of the Squadron to Jamaica captain Rentone was promoted, by the vice-admiral, to command the Rippon, of sixty guns, which had arrived at Jamaica during his absence.

The first service on which this gentleman was ordered, after he was invested with his new command, was a cruise to windward of St. Jago, to which station he was sent, by Mr. Vernon, for the purpose of reconnoitring the coast, and intercepting the Spanish trade, just before he himself sailed on the expedition against the island of Cuba. No other particular mention is made of him during his continuance in the West Indies, where he remained still captain of the Rippon, till his return to England with sir C. Ogle, with whom he arrived on the 2d of June 1745. We find him, on the 17th of the same month, one of the members of the court-martial held on board the Sandwich, at Portsmouth, for the trial of captain Green, of the Lizard sloop: and also, in 1746, one of the court-martial, convened at Deptford, for the purpose of trying the admirals, Mathews and Lestock. He was, not long after this time, appointed captain of the Stafford, a fourth rate of sixty guns; in which ship we find him, under Mr. Knowles, at the attack of Port Louis, on the 8th of March 1748. This enterprize unhappily proved fatal to captain Rentone, who was killed even before his ship came to an anchor, a cannon shot having taken off his thigh. This is the information given\* in a private letter, written in a day or two after the action, by an officer present, and we believe it to be strictly authentic, though some have asserted he did not die of his wounds till three days after the action.

THOMPSON, Bradshaw, — in 1739, as well as the preceding year, was third lieutenant to admiral Nicholas Haddock, by whom he was sent home master of the Joseph Prize. On the 15th of July 1740, he was appointed captain of the Success frigate. We have not been able to collect any other particulars relative to this gentleman, except that he died in England on the 15th of February 1756.

---

\* It is confirmed by that given in the official account.

**YOUNG, Benjamin,** — is in the same predicament; the only information we have concerning him being, that he was appointed captain of the *Bristol*, on the 27th of September 1740, and died sometime in the course of the year 1754.

## 1741.

**ALLEN, Edward.**—This gentleman at the time hostilities commenced with Spain, in 1739, was, as we believe, lieutenant of one of the ships employed in the West Indies, under vice-admiral Vernon, who promoted him; about the end of the year 1740, to be commander of the *Terrible* bomb-ketch. On the 19th of May 1741, he advanced him still farther, to be captain of the *Seahorse* frigate. He remained in the West Indies after the return of Mr. Lestock and a considerable part of the fleet to England, but is not particularly mentioned till the year 1743, when he commanded the *Greenwich*, a ship employed as a cruiser on the Jamaica station, where he was extremely active, and met with some success. He remained on the same station till 1744, and unfortunately perished in a dreadful hurricane, which happened on the 20th of October in that year. The *Greenwich* was at that time preparing to heave down along-side of the *Lark* hulk, and being, together with that vessel \*, overfet by the violence of the wind, immediately sunk: captain Allen, his first lieutenant Mr. Bettsworth, and eighty-four of the crew, were drowned.

**AYLMER, Henry Lord,** — was the second son of Henry lord Aylmer, and grandson to that brave and worthy admiral Matthew, first lord Aylmer, of Balrath†. Having entered early in life into the navy, he, after a regular progression through the different subordinate ‡ ranks, was

---

\* She tore away a part of the hulk's broadside with her lashings, and then overfet.

† See Vol. ii. p. 35.

‡ In 1733 we believe him to have been lieutenant of one of the ships on the African station, and afterwards of the *Warwick*, in 1735. at Lisbon.

promoted

promoted, on Sept. 18, 1741, to the command of the Port Mahon frigate, as successor to capt. Barnsley. He continued in the same vessel a considerable time, employed entirely as a cruiser. The first subsequent mention we find made of him is in May 1742, when he was concerned with captain Warren, of the *Launceston*, in capturing a Spanish privateer, of eighteen carriage and swivel guns with one hundred and forty men, which they brought into Portsmouth. In the month of May 1743, he fell in with and captured, after a running fight of five hours, another Spanish privateer, with sixteen carriage guns, and an hundred and forty-seven men, called the *Santa Theresa de Jesus*, belonging to Saint Sebastian's. The excellence of sailing which the enemy's ship possessed, prevented captain Aylmer from getting up till after the chace and distant contest already stated: but though the Spaniard had ten of his people killed and fourteen desperately wounded, the injury sustained on board the Port Mahon amounted only to one man slightly wounded in the arm.

In the month of February 1744, he had the good fortune to preserve the *Duke of Lorrain*, a very valuable ship belonging to the English East India company, from being captured by a Spanish privateer, mounting forty guns, which she had engaged for seven hours. The enemy, when the Port Mahon made her appearance, immediately desisting, fled, and, by throwing his guns overboard, added to the assistance derived from his oars, was fortunate enough to effect his escape. In the month of May ensuing he had the additional good fortune to capture a very valuable French ship, bound from Mississippi to Rochelle, laden with bale goods and a considerable quantity of specie, which, though mounting eighteen carriage guns, a force nearly equal to that of the Port Mahon, which was only a twenty gun ship, does not appear to have made any resistance. He quitted the Port Mahon in the ensuing month, June the 4th, 1744, and we do not find any mention made of his having held a subsequent command.

He married Anne, daughter of William Pierce, of the province of Virginia, esquire, and had issue by her one daughter, Anne, and a son, Henry, who was his successor



believe him to have quitted not long after his return, and to have repaired to Portugal for the recovery of his health, which was in a declining state. This measure was not, however, attended with the hoped-for success, his lordship dying, at Lisbon, on the 27th of September, 1748.

**BARGRAVE**, Charles,— was appointed a lieutenant as far back as 1707, his first commission bearing date on the 26th of February in that year. Having continued in the same station till the year 1741, he was promoted out of the *Royal Sovereign*, to be captain of the *Advice*, of fifty guns, without appearing to have passed through the intermediate rank of commander of a sloop of war. This vessel is stated, in some private papers, to have been employed on the Mediterranean station during the course of the current year; but we conceive this information to be extremely doubtful. Nothing more is known of this officer, except a circumstance extremely painful to be related, especially of a man who had served for such a number of years, previous to the time of its taking place, with irreproachable character. He was dismissed not only from the above ship, but from the service also, by the sentence of a court-martial, on the 24th of February 1741-2. The nature of his offence is not known.

**BRETT**, John,— was, soon after the rupture had taken place with Spain, appointed commander of the *Grampus* sloop of war. From this vessel he was, on the 25th of March 1741, promoted to be captain of the *Roebuck*, a fifth rate of forty guns. In this ship he was, almost immediately afterwards, ordered to the Mediterranean. He returned from that station in the month of May 1742, bringing home, as a passenger, admiral Haddock, whose ill-state of health had compelled him to quit his command: in the month of November following he was removed into the *Anglesea*, a ship of the same rate as the former. In this vessel he remained till the month of April 1744, when he was advanced to the command of the *Sunderland*, of sixty guns. No particular mention is made of the manner in which he was employed during the remainder of the year; but early in the ensuing he was ordered, with captain Griffin of the *Captain*, and the captains Mostyn and Fowke, of the *Hampton Court* and *Dreadnought*, on a cruise off the French coast. This

service was marked with that event which has been already related at length in the lives of the admirals Griffin and Mostyn\*. As to captain Brett, he was totally exempt from participating, in the slightest degree, of that obloquy attached by many, though perhaps undeservedly, to the characters of those gentlemen, having been prevented from joining in the pursuit, by the loss of his main-top-mast, soon after it had commenced. Honourably acquitted by the court-martial convened for the purpose of investigating the conduct of all the captains present, he was ordered immediately afterwards, together with capt. Geary, of the Chester, to cruise in soundings; and in February, captured, after a chase of eight hours, a small French frigate, bound from Mississippi to Rochfort, having on board several passengers of rank, a valuable cargo of indigo and other commodities, with 24,000 pieces of eight in specie.

Captain Brett was, soon after his return into port, ordered to Louisburg, with some other ships of war, for the purpose of reinforcing commodore Warren, who was then actually engaged in the attack of that important place. He arrived sometime before the place surrendered, and early enough to distinguish himself exceedingly, both by his spirit and activity in the service. From the time of his quitting the Sunderland no mention is made of him till the year 1755, when he commanded the Chichester, one of the fleet ordered to America, under the command of Mr. Holburne, for the purpose of reinforcing Mr. Boscawen. After his return he commanded the St. George, of ninety guns, for a short time; but having been very unwarrantably omitted in the promotion of flag-officers, which took place in 1756, he very spiritedly resolved to quit the service for ever, though on his remonstrance, previous to his actual declaration of this resolution, the admiralty board, ashamed of its conduct in having, even for a moment, set aside a brave and deserving man, offered him the rank of rear-admiral of the white, the same which he would have been entitled to in the ordinary course of service if the partiality exerted in the favour of others had not happened.

---

\* Vide Vol. iv. pages



His answer to this palliating proposal reflects on him too much honour to be suppressed. “No rank or station (said he) can be, with honour, received by a person who has been once thought undeserving or unentitled to it.” It is necessary to state briefly the cause why a brave and worthy man should have been so injuriously treated; the lord Anson, at that time first commissioner of the admiralty, was, in one particular point, perfectly unfit for that high station. He might possess a spirit of enterprize, a perfect knowledge of all particulars relative to the marine department, and, in short, every other *Public* virtue and requisite that could grace the character of a minister: in private life, however, he wanted that impartiality which, we had nearly said, is indispensibly necessary to constitute an upright man. Personal friendship and attachment frequently interfered with his public duties, and betrayed him into acts strongly resembling those of injustice. These were, perhaps, the less excuseable in him, considered in his abstract character of a private friend, because those whom he patronized were men too high in the opinion of all men to need his assistance, and far too honourable to desire it: but the most exalted personages are not exempt from trivial failings, as perfection is absolutely incompatible with the frailty of human nature.

As to Mr. Brett, he continued ever afterwards to pass his life in retirement, rendered most truly honourable by the cause of it, dying universally revered, and regretted in the month of April 1785.

**BRODERICK, Thomas.**—The first mention we find made of this gentleman is in the year 1739, at which time he was third lieutenant of the *Burford*, under Mr. Vernon. He distinguished himself exceedingly at the attack of Porto Bello, having been the commander of the party which stormed the lower battery of the Iron Fort, an action so spirited that the defenders imagining no resistance they could make would be sufficient to stem the torrent of the assailants, fled from what they conceived a certain destruction, leaving their governor and a few others who escaped into the upper part of the fort, and immediately afterwards surrendered at discretion.

Mr. Vernon, highly pleased at so conspicuous and serviceable a display of gallantry, conceived no inconsiderable

degree of attachment to this gentleman, and advanced him to be commander of the Cumberland fireship. He attended the fleet on the well-known expedition against Carthage, and was there promoted, on the 25th of March 1741, to be captain of the Shoreham frigate, as successor to Mr. Boscowen, who was promoted to the Prince Frederic. In a few days afterwards he was one of the officers ordered to command the boats on a repetition of the attack of the Barradera battery, which the Spaniards had in part re-established. Mr. Broderick behaved on the occasion we have just been relating, in a manner by no means derogatory to that reputation he had before so deservedly acquired in a service nearly similar at Porto Bello. He afterwards accompanied Mr. Vernon on his still less successful expedition against Cuba, and was detached from thence to cruise off Carthage; in which service he had the good fortune to capture a Spanish vessel, laden with bale goods of considerable value, and specie to the amount, it is said, of seventy thousand dollars. He was, after this success, sent to cruise off Cape François for the protection of the British commerce, at that time much incommoded by the multitude of Spanish privateers which infested those seas. He continued employed in similar services till the month of October 1742, when he was appointed to command the convoy sent, with a small body of troops, to the provinces of Carolina and Georgia, for their better protection against any desultory expeditions that might be undertaken by the Spaniards.

No other particular mention is made of this gentleman while he continued in the West Indies. After his return to England he was, in the month of March 1744, advanced to the command of the Exeter, a fourth rate of sixty guns, at that time fitting for sea at Plymouth, where that ship had been just before rebuilt. As soon as equipped it was sent to Lisbon as one of the fleet commanded by the brave and unfortunate admiral Balchen; and, on its return from thence, very narrowly escaped being involved in the same unhappy fate which befel the much lamented commander-in-chief. The Exeter, during that dreadful storm which overtook the fleet, was in the greatest extremity of distress, having lost both her main and mizen masts, and  
being

being thrown on her beam ends, so that twelve of the lee-guns were obliged to be thrown overboard, with the greatest dispatch, to preserve her from sinking. In the month of February 1745, he was one of the members composing the court-martial for the trial of commodore Griffin, and the different captains with him, a circumstance we have before related and referred to. In the ensuing month he was removed into the *Dreadnought*, a ship of equal force with the *Exeter*, which probably had received so much damage in the preceding storm as to be unfit for immediate service.

We do not find any other memorable mention made of this gentleman till the year 1756\*, when he commanded the *Prince George*, a second rate. In the month of May he was appointed commodore of a small squadron, consisting of four or five ships†, ordered to the Mediterranean as a reinforcement to Mr. Byng. He left Plymouth on the 30th of May, with some transports full of troops and stores for Gibraltar, and arrived there, after a speedy passage, on the 15th of June. He was promoted at home to be rear-admiral of the blue in four or five days after he left port, and continued to serve on the same station during a part of the ensuing season, under sir Edward Hawke, who superceded Mr. Byng in less than three weeks after Mr. Broderick's arrival. He returned to England before the conclusion of the year, in the *St. George*, the ship on board which the court-martial was afterwards held for the trial of admiral Byng, one of whose judges he was consequently appointed. In 1757 he was appointed third in command of the fleet fitted out for the purpose of attacking Rochfort, the particulars of which expedition have been already given at some length in the memoirs of his superior officers, sir Edward Hawke and sir Charles Knowles. He hoisted his flag on board the *Namur*, a second rate; but is in no other way mentioned even in that torrent of obloquy which burst forth on the failure of the expedition, than as having been

---

\* We believe him, in 1749, to have commanded the *Sunderland*.

† A letter from Plymouth states this little squadron to have consisted of the *St. George*, the *Nassau*, *Hampton-court*, and *Ipswich*: but Mr. Byng, in his dispatch informing of his arrival, states Mr. Broderick to have brought out five ships of the line.

employed in reconnoitering and sounding the coast. To have been little engaged in an unsuccessful enterprize is certainly the least disadvantageous to the reputation of a commander, and therefore on such occasions only, want of employment is to be particularly coveted.

In 1758 Mr. Broderick, who was on the last day of January advanced to the rank of rear-admiral of the white, was appointed to succeed Mr. Osborne as commander-in-chief in the Mediterranean. A fleet of transports and merchant-ships bound thither being put under his convoy, he hoisted his flag on board the Prince George, and sailed the beginning of April. The melancholy misfortune which befel this ship and the greater part of her crew, on the 13th of April, while on their passage to Gibraltar, is still recent enough to leave the most afflicting impression on the minds of those who read the dreadful narrative\*. Mr. Broderick with the remnant of his people,

\* We have inserted several letters, relative to this event, notwithstanding they have made their appearance already in many publications; but we are induced to it because they form a very authentic account of this highly lamentable disaster.

“ From the Rev. Mr. Sharp, chaplain.

“ Glasgow, off Lisbon, April 20.

“ On Thursday the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room, by the sentry, that the fore part of the ship, the Prince George, was on fire: the lieutenants ran immediately forward; and myself, with many others, went directly on the quarter-deck, when we found the whole ship's crew was alarmed; the pumps were handed out, the engine and buckets carried forward, and every immediate remedy applied. The admiral, with the lieutenants on watch, kept the quarter-deck, from whence he sent such orders as he thought most expedient for the preservation of the ship, and the souls in her. Captain Peyton and the lieutenants, on search, found that the fire broke out first in the boatswain's storeroom, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labour to have any effect. On this captain Peyton ordered skuttles to be made, that the water might be poured in by that means; but there he was defeated likewise, for only two carpenters could be found, and they had nothing to work with for a long time but a hammer and a chisel each. The lower gun-deck ports were then opened; but the water that flowed in was not sufficient to stop the violence of the flames. He ordered,

people, pursued his voyage, on board the Glasgow, as stated beneath, to Gibraltar. On his arrival there he hoisted

---

ordered, likewise, the powder-room to be wetted, lest the ship should immediately be blown up and every soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars as I was below myself, worked with the men as long as I could stand it, went up for air and returned again instantly, consequently an eye witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side; and as the destruction of the ship was now found inevitable, the preservation of the admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the admiral entered with near forty more, for now there was no distinction, every man's life was equally precious. The admiral finding the barge would over-set, stripped himself naked and committed himself to the mercy of the waves; and after toiling an hour, he was at length taken up by a merchant-man's boat. Captain Peyton kept the quarter-deck an hour after the admiral left it, when he happily got into a boat from the stern ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the melancholy scene that was before me; shrieking, cries, lamentations, bemoanings, raving despair, and even madness itself presented themselves. It was now high time to think of taking care of myself: I looked from every part of the ship for my preservation, and soon saw three boats off the stern. I went immediately to my cabin and offered up my prayers to God, particularly thanking him for giving me such resolution and composure of mind. I then jumped into the sea from one of the gun-room ports, and swam to a boat, which put me safe on board the Alderney sloop. There are near three hundred people saved; and more might have been saved had the merchant-men behaved like human creatures; but they kept a long way to windward the whole time, and, if possible, to their greater shame be it spoken, instead of saving the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else of the kind came near them."

" From Mr. Parry, an officer, dated as above.

" About half past one, at noon, being in the office adjoining to the cabin, I saw the admiral run out with two or three officers. On enquiring the cause I was alarmed with a report of the ship's being on fire forward, and it was believed in the boatswain's fore store room. Every method was taken to extinguish it, but the smoke was so violent no person could get near enough to find where the fire was. About half past two we made the signal of distress; but to render our situation more wretched the fog came on very thick, and the wind freshened; so that it was near four before the Glasgow and Alderney got intelligence of our condition. They then repeated the signal, hoisted  
out

hoisted his flag on board the *St. George*, of ninety guns, and served under Mr. Osborne till that gentleman quitted the station, and returned to England in the month of July.  
He

out their boats, and stood towards us: but not knowing we had taken care to float our powder, were under sad apprehensions we might blow up, and therefore could not, consistent with their own safety, give us the assistance our deplorable condition rendered us so much in need of. We attempted to scuttle the decks to let the water on the fire, but the people could not stand a minute without being nearly suffocated. About half past four the smoke increased, and the flames began to break out. The admiral then ordered the boats to be hoisted out, got the barge out, and went off, promising to bring a ship along-side of us. I observed her so full that her gun-wale was almost even with the water; and in a few minutes after saw her sink at some distance a stern. Not above three or four were saved out of nearly forty, among whom it pleased God to preserve the admiral. The weather was now become clear, but none of the merchantmen would come near us. Our officers behaved well, and endeavoured to keep the people to the pumps and drawing water; but they were now become quite ungovernable. About a quarter before five captain Peyton left the ship, and promised as the admiral, but was not able to accomplish it. About five the long boat was endeavoured to be got out, in which were near one hundred people; but as they were hoisting her out one of the tackles gave way, by which she overset, and almost every soul perished. We were now reduced to the greatest distress. You may have some idea of our miserable condition, when I tell you the ship began to be in flames fore and aft, spreading like flax; people distracted, not knowing what they did, and jumping overboard from all parts, I was reduced to the melancholy choice of either burning with the ship, or going overboard. Very few that could swim were taken up, and I that could not swim must have little hopes indeed. About a quarter past five I went into the admiral's stern gallery, where two young gentlemen were lashing two tables together for a raft. I assisted them. One of them proposed to make fast the lashing to the gallery, and lower ourselves down to the tables, then cutting the lashing to commit ourselves to the mercy of Providence. We hoisted over the tables, but being badly lashed one of them we lost; as soon as the other was down, I proposed to venture first, which they readily consented to. There were about three boats astern; this was the time or never: down I went by the rope; but as there was a great swell of sea it was impossible for any one to follow me, and I was turned a drift. By the cries of the people from the ship to the boats, in about five minutes I was taken up, very near drowned."

715 compliment	260 saved
30 passengers to Gibraltar	485 lost
<hr/> 745	<hr/> 745

"From

He then removed into the Prince, which had been his predecessor's flag-ship, and commanded-in-chief in the Mediter-

---

“ From a midshipman, dated as above.

“ On Thursday the 13th, about half an hour past one in the afternoon, we were alarmed with a cry of fire in the boatswain's fore store-room, which put us all into great disorder; and, it being a very thick fog, we could not see one ship in the fleet. We kept firing guns of distress, and no ship appearing in sight for an hour we were all in the greatest consternation; but the fog then dispelling, the Glasgow hailed us, to whom we told our condition, and earnestly begged of them to save our lives.

“ The fire still increasing we were obliged to hoist out our boats, which, from our confusion, were near three hours fixing to the tackles, &c. every body being engaged in preparing to save himself. The poop, stern, and quarter galleries, with the sides, were lined with men and boys, crying out in a most moving manner to be assisted. During this time, out of twenty-three sail of ships we had but three boats to our assistance, and those would not come near the ship for fear of being sunk; the poor fellows continually jumping overboard, great numbers of whom were drowned in our sight.

“ We got our boats out, which never returned after going once. By this time the fire had communicated itself to the middle gun-deck, and nobody could go down below, every one expecting his death every minute, either by fire or water, and were taking leave of each other. Soon after going out of the admiral's cabin I saw the flames coming out in the hatchway of the upper gun-deck. I returned immediately and taking my leave of the petty officers that were there, went over the starboard stern ladder to save myself by swimming, when, thanks to almighty God, I reached a boat, and was taken up.

“ I had just got clear of the ship when the flames became general, and those poor unhappy wretches, that could not swim, were obliged to remain upon the wreck with the fire falling down upon them. Shortly after the masts went away and killed numbers; and those that were not killed by the masts thought themselves happy to get upon them; but the ship rolling by reason of the great sea, the fire had communicated itself to the guns, which swept them off the deck in great numbers, they being all loaded and shotted.

“ Such a terrible sight the oldest men in the fleet say they never saw. Thus ended our unhappy ship, after burning six hours and a half, who had as complete a crew, and was as well manned as any ship that ever sailed from England.”

“ Letter from the master of a merchantman under convoy of  
admiral Broderick.

• “ Thursday April 13th, Ushant bearing East 60 leagues distance, at noon, I saw admiral Broderick hoist a signal of distress, upon which I made what sail I could and went down to him. At one in the  
after-

Mediterranean, till the arrival of Mr. Boscawen in the ensuing spring. In the month of February 1759, he was advanced to be vice-admiral of the blue, and continued as second in command of the fleet during the summer. The naval operations in that part of the world were rendered extremely brilliant by the total discomfiture and defeat of M. De la Clue in the month of August. Mr. Broderick was not able, we believe, to get up time enough to have much share in the action itself; but he is particularly mentioned, by Mr. Boscawen, as having, with his division, burnt the Redoubtable, of seventy-four guns, and captured the *Modelle* on the following day. We do not find any mention made of him in the line of service after his return to England; nor, indeed, is he otherwise

---

afternoon I could discern the *Prince George* on fire: at two we drew pretty near her and thought they might have quenched the fire: at three o'clock I saw plainly it was impossible. I was within a hundred yards of her stern, but durst not venture along side, the sea running high, besides the going off of her guns, and danger of blowing up. At four in the afternoon the admiral was taken up, swimming, by a merchantship's boat, as by this time the ships that had boats sent them all cut, and a good many of them were lost, the weather proving bad. Towards night I was within pistol-shot, and remained there some time picking up four of her crew. Had not two of my men run away with my boat the night before we sailed from St. Helen's, I am confident I could have saved sixty or eighty of them at least. as I was all the time nearer to them than any ship in the fleet. What made me venture so near was, that I knew my ship went well, and was under good command. At six what a dismal sight, the masts and sails all in a blaze; hundreds of souls hanging by the ropes alongside; I could count fifty of them hanging over in the stern-ladder, others in the sea on oars and pieces of wood, a melancholy spectacle; besides the dismal cries from the ship, which still ring in my ears! At half an hour past six the flames broke out at her broadside, and in less than five minutes every part of her was in flames, and so continued till seven, when she overset but did not sink: I then ran within twenty yards of her, but my people compelled me to go farther off for fear of striking on the wreck. All I can say of it in addition is, there never was a more shocking sight; pray God I may never see the like again: it was very grievous to me that I could not save more of her men without running the risk of sharing her fate. The 18th of April the *Glasgow*, a twenty gun ship, hoisted the signal for all masters of merchant-ships to come on board, where the admiral had his flag hoisted, to know how many of his people we had saved amongst us and to deliver them up. By the then list it appeared that the admiral, captain Peyton, and about two hundred and fifty-three men, were saved."

noticed



noticed than as having been, on the 22d of October 1762, advanced to be vice-admiral of the white. He died, on the 1st of January 1769, of one of the most grievous maladies that afflicts the human race, a cancer in his face.

CAMPBELL, William, — was, at the latter end of the year 1740, commander of the *Scipio* fireship. He was advanced from thence, on the 26th of April 1741, to be captain of the *Sapphire* frigate, of forty guns. He was immediately afterwards ordered on the Irish station. In the following year a charge was preferred against him for misconduct in leaving his station without orders, and ill-treatment to his officers. He was in consequence brought to a court-martial, and sentenced to be dismissed the service, to which he was never again restored. He retired to Scotland, his native country, and died there on the 27th of October 1755.

CHEAP, David, — was promoted, by commodore Anson, from the rank of lieutenant to be commander of the *Trial* sloop of war, on the 3d of November 1740. He was advanced by the same gentleman to be captain of the *Wager* on the 19th of February 1740, as successor to captain Murray, who was promoted to the *Pearl*. The distresses encountered by the squadron in its passage round Cape Horn, have been already related at some length in the memoirs of Mr. Anson: these were not felt by any ship more severely than by the *Wager*. Captain Cheap, who, whatever trivial failings may be advanced against him by the virulence and injustice of his enemies, must certainly be admitted, by the most violent of them, to have possessed the greatest activity and zeal for the service of his country. He was exposed in the ship least capable of any in the squadron to resist the violence of such a continued and tremendous tempest; nevertheless, perfectly aware of the consequence the *Wager* was of to the expedition, having on board all the stores, cannon and ammunition, necessary to any land operation, he exerted himself to the utmost to keep company with the squadron, though, during the greater part of the time, he was so ill as to be almost incapable of quitting his cabin.

On the 8th of April the *Wager* lost her mizen-mast. In about ten days afterwards she parted company with  
the

the commodore, and every ship in the Squadron. The tempestuous weather still continued with unabated violence; the ship was reduced to a mere wreck, and the crew so debilitated by sickness and the scurvy, that by the beginning of May there were scarcely twenty persons capable of duty. To add, if possible, to their distress, captain Cheap, on the ship's falling in with the land on the 13th of May, exerting himself to work the ship off the shore, had the misfortune to fall and dislocate his shoulder, an accident which rendered him incapable of keeping the deck, or any longer encouraging the people by his presence and example. At this time all the crew capable of service amounted only to twelve persons, officers included: and, as it might have been thought, to conclude at once their sufferings, at half past four o'clock on the morning of the 14th of May, the ship struck upon a sunken rock: from this she luckily beat off, but in a very short time afterwards struck and grounded between two small islands, a spot to which, as it is elsewhere with much truth remarked, they were providentially driven, for the safety of their lives, as few other situations could have been found in which the people could have been preserved from instant destruction.

Soon as day-light appeared, which was quickly after the above fatal accident took place, the boats were launched over the ship's side, and the barge sent on shore for the purpose of discovering whether the place was inhabited, which was quickly found not to be the case. Happily for captain Cheap, and the miserable remains of his unfortunate though meritorious crew, the ship did not go to pieces for a very considerable time after her being stranded, so that a great quantity of provisions and other necessaries were preserved, without which they must all have inevitably perished. Immediately on the loss of the ship, notwithstanding the very distressed situation of the people, a scene of anarchy and confusion took place among the crew, owing to an idea at that time prevalent, that in cases of wreck all command ceased; nor could regularity and order have been restored except by the most spirited exertions of captain Cheap and some few of the principal officers, who remained faithful and true to him. Among the chief and principal excitors of this mutiny

mutiny and disturbance, was a fellow of the name of Cozens, who, though of a very mean family in the county of Somerset, had, through the interest of some friends, been introduced into the naval service as a midshipman. This person had, on many occasions, behaved not only with the most intolerable insolence to the captain, for which he was at one time very deservedly put in confinement, but had actually endeavoured to render the situation of his unhappy fellow-sufferers still more desperate than it naturally was, by embezzling some of the stores which were saved, and destroying others. On the 10th of June, nearly a month after the loss of the ship, one of the men, on what account is not particularly mentioned, had his allowance of wine stopped: this coming to the knowledge of Cozens, who had for some days very impudently taken upon himself the office of a reformer, he immediately went to the purser and demanded the reason. That gentleman conceiving the behaviour of Cozens as the prelude to a mutiny, discharged a pistol at him, which was prevented from taking effect by the cooper having caught the purser's elbow at the instant it went off. Captain Cheap hearing the disturbance, ran out of his tent with a cocked pistol, and, when in the act of coming out, being informed, by the lieutenant of marines, that Cozens was endeavouring to raise a mutiny, he, perhaps with rather too much precipitation, discharging his pistol at the offender, the ball from which lodged in his cheek. This act, for we know not how to call it accident, proved the cause of much subsequent misery to the scarcely more happy survivors.

Cozens died on the 14th day: and as persons of his character scarcely fail of being what is called popular among those of the lowest rank, so did the miscreant's death rather encrease than allay the turbulent dissatisfaction of his adherents, who were base enough, without the smallest regard to truth, to insist that the neglect shewn to him after being wounded, in consequence of the captain's interference and influence, was as much the cause of his death as the wound itself. Captain Cheap was a man of considerable ability as a seaman, and to his maritime knowledge added a zeal for the service of his country, which it is not, perhaps, passing too great an encomium on,

on, to say, it has never been exceeded. The ship he commanded was the storeship of the squadron; the artillery, ammunition, and other articles necessary for the intended enterprize against Baldivia were on board her; this consideration induced the captain to combat every difficulty and distress previous to the loss of the ship, knowing well that, without his junction with the commodore, the principal intention of the expedition must be frustrated. The same degree of spirit induced him afterwards to strain every nerve, by his influence over the people, and by a most exemplary display of his own personal intrepidity, in hopes of inducing them to attempt joining the commodore at the island of Juan Fernandes, the second rendezvous, well knowing that a reinforcement of so many men in tolerable health, which they had wonderfully recovered after being put on shore, even in that inhospitable climate, must be a considerable acquisition to a force originally weak, and now much, as he truly supposed, diminished by sickness.

The preliminary measure to so bold and enterprising an undertaking was lengthening the ship's long boat, so that it might be able to convey thither the people, amounting in number to upwards of one hundred, with the provisions necessary for their support during the passage: but the fatal accident we have just had occasion to recount, increased the disturbances among the people to such an height, that they at length peremptorily refused to obey their commander; and in diametrical opposition to his proposal, determined on attempting, as soon as the boat should be completed, to return back through the straits of Magellan.

A formal resolution to this effect was entered into on the 2d of August, and signed by the gunner, carpenter, master, boatswain, many of the petty officers, and the greater part of the crew, some engaging through affection to, and some through fear of the malcontents. The long boat being completed in the best manner circumstances would admit of, was launched on the 12th of October, at day light, and called the Speedwell. Three or four days before this time, captain Cheap, together with lieutenant Hamilton of the land-forces, his brave his faithful friend and adherent, were put under an arrest by captain Pemberton of the marines, supported by Mr. Beans, who had  
been

been the lieutenant of the ship. This very extraordinary and unwarrantable conduct towards the former was justified on the frivolous paltry charge of his having been guilty of murder in shooting Cozens; and against the latter on no other pretext than his having, on all occasions, firmly espoused the cause of his commanding officer. Nevertheless, when the long boat was about to depart, it was agreed to leave him behind, with Mr. Hamilton, the surgeon, and eight deserters who had quitted their companions soon after the loss of the ship, and to give them the pinnace, with fourteen pieces of beef, as many of pork, and one hundred and ninety pounds of flour for their support. This party was afterwards joined by several other seceders from the main body, among which were the honourable Mr. Byron, and Mr. Campbell, midshipmen. By these means their number was at last encreased to twenty; and the barge also was left with them for their conveyance.

The long boat put to sea and left them about the middle of October; but captain Cheap and his companions did not set out for Chiloe, the most southern of the Spanish settlements on that coast, and consequently the nearest where they could expect any effectual relief, till the 15th of December. After having in vain combated all the dangers of that tempestuous sea for nearly two months, they were obliged to put back to the desolate spot from whence they had set out: but a party of Indians coming in there about a fortnight after their arrival, their chief, or cacique, was prevailed on to undertake conducting them northward in their barge, on condition of being rewarded with it for his trouble.

Their number, now reduced to thirteen, accordingly embarked, attended by the Indians in two canoes: but after they had proceeded some way on their voyage, captain Cheap, with the rest of the officers, having gone on shore in the hope of procuring a supply of provisions, the men left in the barge took that opportunity of abandoning them, and sailing away. The Indian chief was at this time absent, having got out to kill seal; and on his return, though the barge, which was to have been his reward, was gone, he was nevertheless prevailed on to fulfil his engagement to the miserable remnant left behind, consisting only of captain Cheap, lieutenant Hamilton, Mr. Campbell, and Mr. Byron. This compli-

ance, however, was not the mere result of compassion, a fowling-piece, belonging to Mr. Byron, and some trifles contributed by the captain, induced their guide to proceed with them to the island of Chiloe, where, Mr. Hamilton, unable to proceed, having been left under the best Indian care that country afforded, the remainder arrived in safety after experiencing almost every difficulty and species of suffering that the human body was capable of undergoing, without an absolute extinction of life.

It was the month of June, thirteen months after the loss of the ship, ere they reached Chiloe. The weather was uncommonly severe, the ground covered to a great depth with snow: it nevertheless appeared to the distressed travellers a paradise, compared to the desert coast which they had been so long accustomed to; and the poor inhabitants received them with all the hospitality their own wretched state would permit them to display. Captain Cheap and his companions were very soon afterwards conveyed to Castro, a large Spanish town at some distance, and from thence to Chace. Here they were again joined by Mr. Hamilton, who was brought forward by a party of men sent to the southward, by the governor, for that purpose. On the 2d of January 1742-3, they all embarked on board a ship which annually sails from Chiloe to Lima, and, after a passage of six days, arrived safe at Valparaiso, a port in Chili, where they were again landed. After a stay of some days, captain Cheap and Mr. Hamilton, having preserved their commissions, were known to be officers, and were conducted to St. Jago, the capital of the province. They continued at this place some time, during which they were treated with the utmost hospitality and attention; and the captain, Mr. Hamilton, together with Mr. Byron, by whom they had been joined some time before, embarked, on the 20th of December 1744, in a French ship bound from Lima to Spain; and, without experiencing any remarkable accident or occurrence, came to an anchor, in Brest road, on the 27th of October 1745. They afterwards got on board a Dutch dogger, the captain of which engaged to land them at Dover; but, as if inconvenience and disappointment were destined to attend them to the last moment of this perilous and disastrous voyage, they would have been, as

is reported in Mr. Byron's narrative, treacherously set on shore in France, had they not been fortunate enough to fall in with the Squirrel frigate, which taking them on board put a period to this scene of misery by landing them in England.

Captain Cheap arrived in London on the 24th of March 1746, and was soon afterwards appointed captain of the *Lark*; in which vessel, being ordered out on a cruise, he had the good fortune to capture a large and valuable Spanish prize off the island of Madeira, being then in company with captain Charles Saunders. After his return from this successful expedition we do not believe him to have gone to sea, or held any command, at least, we do not find any mention made of him in the service. On the 14th of September 1748, he married a widow lady, named Brown, belonging to York. He had not, however, the happiness of long enjoying this peaceable repose, from those singular and trying fatigues he had encountered in the service, dying on the 21st of July 1752.

COCKBURN, George,—was promoted from the rank of lieutenant, to be commander of the *Drake* sloop of war in March 1741. He was appointed captain of the *Gibraltar* on the 11th of June 1741: this frigate was one of those attached to the fleet under the command of sir John Norris, who ordered him, in the month of July, to accompany captain Harrison, in the *Argyle*, on the little expedition he had planned, and with so much gallantry executed against the Spaniards, the particulars of which have been already given at some length in his memoirs\*. In what particular services he was employed, from this time till the month of June 1742, when he was promoted to the *Medway* of sixty guns, does not appear. In this ship he very gallantly supported captain Windham in attacking the town of Santa Cruz, as already related in the life of that gentleman†; but owing to some disagreement with captain Windham respecting the cruise, he thought proper, on his return to England, to resign his command, and was not appointed to any other ship during the war; after the conclusion of which he was made captain of the *Gloria*, on the African station. Being a permanent officer, he was appointed to the *Yarmouth*, a third rate of sixty-

29. † See vol. iv. p. 251.

four guns, and at that time a guardship at Chatham, was reserved for him against his return, captain Palliser being appointed to command her in the interim. Captain Cockburn had long been in the habit of frequently requesting leave of absence; and the board of admiralty, wearied at length with solicitations which it was extremely injurious to the discipline of the service to comply with, signified to him at last that he was not to expect any farther indulgence: he, in consequence, immediately resigned his command. This happened early in 1755, just after which time the guardships were ordered to complete their complements for service. He immediately applied for a ship, and was appointed to the Nassau, a third rate also, but very inferior to the Yarmouth in size, weight of guns, &c. In this vessel he made only one cruise, and another officer was appointed to command the ship *pro tempore*; but on its being ordered on foreign service he again thought proper to resign. On the 22d of June, 1755, he was appointed extra-commissioner of the navy; and in December following was promoted to the office of comptroller. He continued in this station till the time of his death, an event which happened, on the 20th of July 1770, at Brighthelmstone. Mr. Hardy imagines him to have retired on a pension in 1769, but in this circumstance he is evidently mistaken.

COLEBY, Charles,—was a lieutenant belonging, in the year 1740, to one of the ships on the Jamaica station, under the command of vice-admiral Vernon; who promoted him, previous to his sailing on the expedition against Carthagen, to be commander of the Eleanor fire-ship. He was advanced, by the same admiral, on the 12th of January 1740-1, to be captain of the Boyne, under commodore Lestock, who hoisted his broad pendant on board as commander of one of the divisions of the fleet. He in all probability returned to Europe with Mr. Lestock, as we do not find any other mention made of him till June 1742, when he was appointed to the Falmouth. In this ship he continued a considerable time being ordered for the West Indies, where he served with the greatest reputation under sir Chaloner Ogle. In June 1744, he was sent, with captain Knight of the St. Alban's, to demand restitution from the governor of Porto Bello, of a British vessel which had been seized and carried in there, though trading under a Spanish pass. The particulars of this trans-



transaction, as well as of the spirited behaviour of these two gentlemen, have been already given at some length in the memoirs of captain Knight\*. He returned to England in the month of May 1745, having, previous to his departure from the West Indies, been removed into the Experiment frigate, and sent home express by sir Chaloner Ogle, whose arrival he only preceded two or three days. He sat immediately afterwards as one of the members of the court-martial, held on board the Sandwich, at Portsmouth, on the 17th of June, for the trial of captain Green, commander of the Lizard sloop.

In 1746 he was one of the members of the court-martial held for the trials of the admirals Lestock and Mathews; but, strange as it may appear, we do not find any mention made of him as a captain in actual service, after his quitting the Experiment, till the year 1755; when he was made captain of the Torbay, a ship of seventy-four guns, equipped at Chatham in consequence of the rupture which was daily expected to take place with France. The Torbay was very soon afterwards sent, under Mr. Boscawen, to North America, and was taken by that admiral for his flag-ship, Mr. Coleby serving as his captain. In the following year he quitted the service as a naval commander, being appointed, on June 22, commissioner resident at Gibraltar, with a salary of 1000*l. per annum*. He retained this office till the conclusion of the war, and the consequent recall to England of nearly all the ships on that station, rendered its continuance unnecessary. He retired, in the year 1763, on a pension of 400*l.* a year, as a superannuated commissioner, and enjoyed that honourable testimony of his past services till his death, which took place on the 9th of February 1772.

**DANDRIDGE, William.**—The first information we have relative to this gentleman is, that, in 1740, he was commander of the Wolf, a small sloop of war on the American station, and was present in the early part of the war at the fruitless attack made on the town of St. Augustine, by general Oglethorpe. Not long after its failure he was sent to the West Indies with orders to join Mr. Vernon. He attended that admiral on his expedition against

---

\* See vol. iv. p. 293. Some accounts make the name of the largest prize to have been the Couillandean, instead of the Tamerlane, as asserted in the life of captain Knight.

Carthagea, but was detached ahead of the fleet for the purpose of reconnoitering Port Louis. He rejoined the admiral with an account of his having discovered nineteen sail of large ships in that harbour, one of them with a flag at the main-top-mast head, and a second with a broad pendant flying. An immediate signal was accordingly made for the flag-officers and generals to assemble, and the information received being communicated to them, it was unanimously agreed to steer for the isle of Vache, as well for the purpose of observing the motions of the French, as of procuring more perfect intelligence of their force and particular destination. On the 12th of February the greater part of the fleet came to an anchor under the island abovementioned, two leagues to the westward of Port Louis; and it was soon found that captain Dandridge had been deceived by the thick haze, through the medium, of which he had made his observations.

Erroneous as his report was, he was not in any degree deemed reprehensible for the mistake, but on the 19th of the same month was promoted, by Mr. Vernon, to be captain of the South Sea Castle. He does not, nevertheless, appear to have been confirmed in that command, by the board of admiralty, till the month of November following. No mention is made of his services during the time he continued in this ship, except that he was, about the month of May, ordered to America; and in the month of July was sent from Virginia\* to Savannah, in Georgia, where general Oglethorpe was then vigorously attacked by the Spaniards. We do not find any other mention whatever made of him till the year 1744, when, in the month of July, having previously returned to England, he was appointed captain of the Mary galley, a fifth rate of forty guns. We are totally ignorant of any other particular concerning him, except that he died in England on the 17th of October 1747.

DENNIS, Henry, — was, in the early part of the year 1740, commander of one of the small vessels attached to the fleet

---

\* There is some, but not positive, reason to suppose this gentleman commanded the *Talbot*, of sixty guns, at the time that ship was unfortunately burnt, at Navassa, on the 12th of September 1742: if so, he had, in all probability, been promoted to a higher command before, on the indisposition of the commander of that vessel.

under vice-admiral Vernon \*, by whom he was promoted, on the 6th of June 1741, to be captain of the *Experiment*, at least that date is assigned to his first commission as a captain in all the lists of the navy we have seen : nevertheless, his name is given as commander of the *Strombolo* fireship, in the beginning of the year 1745, a station which, according to the regulations of the navy at that time, did not give rank as a post captain. We have not been able, after the strictest search, to collect any other particulars concerning him, except that he was put on the superannuated list with the rank and half-pay of a rear-admiral on the 29th of September 1757, and died in the course of the year 1767.

**DILKE, William.**—The first intelligence we have of this gentleman commences in the year 1737; he was then lieutenant of the *Berwick* under captain Solguard, but did not proceed to the Mediterranean, being left behind for the purpose of being promoted, as he was immediately afterwards, to be commander of the *Hound* sloop. He was appointed captain of the *St. George*, a second rate, then equipping at Portsmouth, on the 16th of January 1740-1. He soon afterwards removed into the *Nassau*, one of the ships that went out with Mr. Lestock to reinforce admiral Haddock. He afterwards changed to go home in the *Winchester*. No other mention is made of him till the beginning of the year 1743-4, when he commanded the *Chichester*, and was ordered out, in company with the *Boyne*, of eighty guns, to join the Mediterranean fleet under admiral Mathews, whom he fell in with the day before the action took place with the French and Spanish fleets †. His conduct on that occasion was deemed so reprehensible, that, although no apparent notice was taken of it ‡ for some time, and he was not complained of by the

---

\* He was one of the commanders sent, during the siege of Carthage, to attack the Barradera battery, under the orders of captain Watson.

† On the death of Mr. Ruffel he was appointed, by the admiral, to command the *Namur* as his captain; and when Mr. Mathews resigned the command, he removed into the *Revenge*, of sixty-four guns.

‡ He was himself one of the members of the court-martial assembled on board the *Torbay*, at Port Mahon, for the trial of captain Richard Norris, who had commanded the *Essex* in the Toulon engagement, and was heavily charged with misconduct.

commander-in-chief, he was one of the officers named, in the house of commons, in their address to his majesty, requesting him to cause a legal enquiry to be instituted relative to their behaviour.

He was accordingly brought to trial, at Deptford, and sentenced, on the 5th of December 1745, to be cashiered, being at the same time declared incapable of holding any subsequent naval commission. The punishment was, however, afterwards remitted so far, that he was restored to his half-pay. It is almost needless to observe, we have nothing farther to record of him, except that he died on the 30th of May 1756.

**DRAPEL, John,** — was, about the year 1740, commander of a sloop of war, called the *Wolf*, at that time employed on the West India station. In this vessel he was cast away when on his passage from thence to England; but he himself with the greater part of his crew being taken up by the marquis d'Antin, he was, not long after his return from France, re-appointed to a second sloop of the same name. He is otherwise only noticed as having been appointed captain of the *Adventure* on the 8th of September 1741. Being soon afterwards ordered to the West Indies, he died there on the 17th of July 1743\*.

**ELLIS, William.** — This gentleman is nearly in the same predicament with the officers before-mentioned. He was appointed commander of the *Drake* sloop of war early in the year 1741: from this vessel he was, on the 19th of February following, promoted to be captain of the *Gosport*, a fourth rate of forty guns, newly re-built; and being soon afterwards ordered to New York, died there on the 13th of June 1742.

**ELTON, Jacob,** — was, on the 28th of December 1741, appointed captain of the *Deal Castle* frigate. This vessel we find to have been employed, during the ensuing summer, as a cruiser off the coast of Spain. He particularly distinguished himself in a little desultory

---

\* In some accounts he is said to have commanded the *Revenge* about the end of the year 1742, and to have captured a very valuable Dutch vessel which he detected in trading with the Spaniards in the West Indies. It appears, however, very doubtful whether he really was captain of the vessel above-mentioned.

enterprise he was concerned in, with the earl of Northesk, against the town of Vigo, the particulars of which will be found in his lordship's life, he having been the senior or commanding officer. He was afterwards promoted to the *Anglesea*, of forty guns: in which ship he was, early in the year 1745, stationed as a cruiser in the Channel. On the 29th of March he unhappily fell in with a French privateer, called the *Apollo*, commanded by a captain Belleisle. Its force is, in many accounts, stated as much superior to that of the *Anglesea*, being called a ship of fifty-four guns and five hundred men. Several unlucky coinciding circumstances contributed to encrease the advantage the enemy naturally possessed in point of force: the *Apollo* so nearly resembled a British ship of war which was known to be cruising, that the mistake was not discovered till she began to fire on the *Anglesea*. The ship was not cleared for action; the crew weak, and far from well-disciplined; the confusion into which every person on board was thrown by an occurrence unforeseen and totally unexpected, all tended to facilitate the enemy's conquest. This appears to have been principally owing to a fatal security into which captain Elton had suffered himself to be betrayed by a total want of information; but though that security is certainly extremely reprehensible, as militating most strongly against those principles of prudence and caution, which should induce every commander to consider every ship he sees as an enemy, till he is positively convinced of the contrary, it certainly claims our pity in some little degree, and should blunt the edge of our censure.

As to captain Elton, finding too late his fatal error, he exerted himself with all the activity that can render the character of a man of gallantry most truly respectable, by endeavouring to animate his crew to a recovery from the confusion into which they had fallen. His attempts were ineffectual, and he himself, together with his first lieutenant, paid, with their lives, in the early part of the action, the forfeit of their unhappy neglect. The ship itself was surrendered to the second lieutenant, though not till, as it afterwards appeared, more than half the crew, which at the beginning of the action, amounted to three hundred, were killed or wounded. Afterwards tried by a court-martial and condemned to be shot; a sentence

tence which was carried into execution on the 19th of July\*.

**FENWICK**, Benjamin, — was promoted from the rank of lieutenant to be commander of the *Ætna* fireship, about the month of March 1740. In the month of October following he was sent to the West Indies with the fleet under sir C. Ogle. No particular mention is made of him during the siege of Carthagena; but after the unfortunate termination of that expedition, and the return of the fleet to Jamaica, he was, on the 8th of June, promoted to be captain of the *Bristol*, of fifty guns, one of the ships which had arrived from England during the absence of the fleet; and was left behind at Port Royal, with other ships, in the month of July, under the orders of commodore Davers, when Mr. Vernon sailed on his expedition against Cuba. No other mention is made of him, except that he died in England on the 14th of March 1757.

**GODSALVE**, Henry, — was, in the year 1738, lieutenant of the *Berwick*, to which he was promoted, by admiral Haddock, as successor to Mr. Dilke. He was promoted, early in 1741, to be commander of the *Salamander* bomb-ketch: he was farther advanced, on the 17th of May, to be captain of the *Guardland* frigate. He continued in this vessel till about the year 1744, when he was made captain of the *Romney*. He returned to England at the close of the year last-mentioned; when the *Romney* being ordered to be dismantled, and put out of commission, captain Godsalve is believed never to have held any subsequent command. In 1748 he was intended for the *Ipswich*, of seventy guns; but peace being concluded before that ship was ready for service, no commission was ever made out. He retired altogether from the line of active service, being put on the superannuated list, with

---

\* The court-martial are said to have been induced to pass so severe a sentence on Mr. Phillips, from the circumstance of his having quitted the deck, from a mistaken notion of duty and propriety, in the hope of being able to induce, by his persuasions, the surviving part of the crew to return to their quarters. Mr. Hardy's list, as well as many others we have seen, erroneously state the *Anglesea* to have been captured on the 25th of June, which was the day sentence was passed, as above stated, on Mr. Phillips.

rank and half-pay of a rear-admiral, in the year 1756. He died in England on the 1st of December 1765.

GREGORY, Thomas,—was, in the month of September 1740, promoted from the rank of lieutenant to be commander of the Thunder bomb-ketch, Being ordered quickly afterwards to the West Indies, he was promoted there by Mr. Vernon, on the 7th of September following, to be captain of the Norwich. He continued in the West Indies till the beginning of the year 1743, when he appears to have been one of the commanders under the orders of Mr. Knowles, at the expedition against La Guira. His conduct on that occasion was deemed so reprehensible by the commodore, who was at particular times rather captious in his observations on the behaviour of those under his command, that he not only superseded him during the action, but complained of and sent him to England under arrest. He was tried on the charge of misbehaviour before a court martial, held at Spithead, on the 17th of September 1743, admiral Stewart being the president, and sentenced to be dismissed the service.

In 1745 Mr. Vernon, under whom he had before served, and probably was no stranger to his gallantry and good qualities, stood forth as his patron. He served under that admiral for a short time as a volunteer, and distinguished himself exceedingly, by his activity and adroitness, in reconnoitering the French ports of Dunkirk and Calais, as well as in procuring much collateral information, relative to their embarkations on the coast for the support of the pretender. These services, particularly at so critical a time, were so acceptable, that, supported by this strong claim to favour, and the recommendation of Mr. Vernon, he was once more restored to the service, and appointed captain of the Folkestone frigate, being admitted, by order of council, to take rank from the 12th of November 1745. Some accounts make him to have been appointed, in the month of April following, captain of the Duke William, a large ship mounting fifty guns: but this circumstance we totally disbelieve. He afterwards served under commodore Mitchell, who was stationed with a small cruising squadron off the coast of Holland. While thus employed he unhappily fell into some dispute with the commodore's secre-

secretary \*, which terminating in a duel, captain Gregory was unfortunately killed. This event is said, by Mr. Hardy, to have taken place in 1747; but other accounts state it to have happened in the preceding year.

HAMAR, Joseph.—Our information relative to this gentleman commences with his having been, about the latter end of the year 1740, commander of the Royal Escape, a small yacht mounting four guns, then stationed at the Nore for the purpose of receiving men. On the 22d of October 1741, he was promoted to be captain of the Flamborough frigate. Of such little importance were the different services † in which it was his misfortune to be employed, that we do not find the smallest mention made of him ‡, notwithstanding we believe him to have been continually in commission, till the year 1755, when he was captain of the Eagle, of sixty guns, a guard-ship. He is said to have been superseded in that command for misconduct; but no mention is made of the particulars. He was notwithstanding retained on the list as a captain, and in the month of October 1758, was put on the superannuated list with the rank and half-pay of a rear-admiral. He died at Manchester, where he had for some time resided, on the 14th of January 1773.

HAMILTON, Honourable John,—was the second son of James seventh earl of Abercorn, and Anne, daughter of colonel John Plummer, of Blakefware, in the county of Hertford. Having betaken himself to a naval life, he was, very early in the year 1741, promoted to be commander of the Seaford fire-ship; and on the 19th of February following was advanced to be captain of the Deal Castle. No particular mention is made of him during the time he continued in this vessel, which appears to have been only for a short space, as, in 1742, we find him

\* Mr. George Tymewell, who was afterwards tried by a court-martial at Deptford for the murder, of which he was acquitted; but being found guilty of a misdemeanour, was sentenced to two years imprisonment in the marshalsea, and rendered incapable of ever serving again in the navy.

† We do not find any particular notice taken of them, except that, in 1742, he was employed on the American station.

‡ Except his having been one of the members of the court-martial convened for the trial of the admirals, Mathews and Lescock, in 1746.

captain



captain of the *Kinsale*, a cruising frigate. In this service, however, the most material notice that is taken of him appears to be that subjoined in a note beneath \*. In 1744 he was promoted to the *Augusta*, and in the month of March 1745, we find him stationed as a cruiser on the Irish station. In this employment he was rather successful, having captured and carried into Kinsale a large French privateer, belonging to St. Maloes, called the *Comtesse de la Riviere*, carrying twenty-two guns and one hundred and sixty men. In the preceding part of the same cruise he is said to have fallen in with a privateer of thirty-six guns, during the night, which he engaged for a short time; but as, after exchanging a few broadsides, the enemy suddenly disappeared, and as several concurring circumstances occurred to strengthen such an opinion, it was concluded it had sunk. In this trivial encounter two men were killed and three wounded on board the *Augusta*.

No notice of consequence is taken of captain Hamilton in the line of service during the remainder of the war. It is not improbable but, during that period, he continued in the *Augusta*, and employed in the same manner we have already seen him generally occupied. In 1746 he was one of the members of the court-martial assembled, for the trials of the admirals, Lestock and Mathews. A circumstance occurred on that occasion which made no little noise, and which Mr. Hamilton is said to have been one of the principal instigators and promoters of. Rear-admiral Mayne, the president, and captain Renton, one of

---

\* Whitehall, September 18.

"On the 7th instant his majesty's ship the *Kinsale*, commanded by the honourable captain Hamilton, being on a cruise off Dieppe, and standing in shore, he saw a vessel lying-to, which, as soon as she saw the man of war, made sail towards her and hoisted French colours. The *Kinsale* standing for her they soon came within half gun-shot; when the privateer hawled down her colours, and intended to board the *Kinsale*, which she took for a collier. Captain Hamilton has brought her into Spithead: she is a new vessel and well found: has a late stern and a horse head; and is rigged sometimes as a schooner and sometimes as a brig: had fifty-eight men when taken, twenty-four of whom were French; is mounted with two carriage guns and thirteen swivels. This privateer is the same that engaged the *Grampus* and killed captain Gordon."

the members composing the court-martial, had been arrested by a writ, at the suit of a lieutenant Frye, for a sentence passed on him at a court-martial, of which they were members, held in the West Indies. Captain Hamilton, after the writ had been read, moved the resolutions inserted beneath\*, which produced the correspondence

---

\* “ Resolved, That it appears the highest indignity offered to the court, and through this court to every other court of judicature that is or may hereafter be formed in this kingdom, and the highest infringement of the prerogative of the lord high admiral, and of the statute law of this realm, to arrest or serve any writ of *capias* upon the president, or any member of this court now sitting, or of any other court-martial, and therefore the court unanimously resolve to desist farther proceeding on this trial till satisfaction be made for this high insult.

“ Resolved, That this court make representation, by letter, to the lord high admiral, of the infringement made on his prerogative by arresting the president of the court, duly assembled by virtue of his authority; and that the court do adjourn till Thursday morning nine o'clock, to give time for every member to deliberate upon proper methods for obtaining satisfaction for the high insult on their president, from all persons, *how high soever in rank or office*, who have *set on foot* this arrest, or in *any degree promoted or advised it*.”

These resolutions being signed by the president, and the several members of the court, the president directed it to be enclosed in a letter, and delivered by the judge advocate to the lords of the admiralty.

Then the court adjourned till Monday morning nine o'clock, and from thence to Thursday the 22d.

On the 22d; the followig letter from Mr. Corbett, secretary to the lords commissioners of the admiralty, enclosing one from the duke of Newcastle to their lordships, was read before the court.

“ Mr. Corbett's letter to the president.

“ Having laid the letter of the 16th instant, and also the resolutions of the court-martial of the same date, brought hither by the judge advocate, before the lords commissioners of the admiralty, their lordships thought the said resolutions to be a matter of such importance that they laid the same before his majesty; in consequence of which their lordships received a letter from his grace the duke of Newcastle, principal secretary of state: I am commanded to send you enclosed an attested copy thereof, in order to your laying the same before the court-martial at their meeting to morrow: their lordships make no doubt but that every gentleman, who is a member of the court, will be greatly satisfied with his majesty's most gracious expressions contained in the said letter; and as they are assured of his majesty's

dence annexed to them, between the duke of Newcastle, Mr. Corbet, secretary to the admiralty, and the members of

---

jeſty's protection, and of having full ſatisfaction for the late indignity offered them, and that methods will be taken to prevent any thing of the like nature for the future, their lordſhips hope they will be unanimous in agreeing to go on immediately in hearing and adjusting the trials that are depending, and to continue ſo till they are finiſhed.

“ I am yours, &c.

“ Admiralty-office, May 21, 1746.

“ T. CORBETT.”

#### Duke of Newcastle's letter.

“ To my lords commiſſioners of the admiralty,

“ I received your lordſhip's letter of the 16th inſtant, with the papers encloded relating to the writ ſerved on rear-admiral Mayne, who preſides at the court-martial at Deptford, for enquiring into the conduct, &c. of Mr. Leftock and others, and the reſolutions of the court thereupon, which I have laid before his majeſty. His majeſty expreſſed great diſpleaſure at the inſult offered to the court-martial, by which the military diſcipline of the navy is ſo much affected; and the king highly diſapproves the behaviour of lieutenant Frye on this occaſion. His majeſty has it under conſideration what ſteps may be adviſable to be taken on this incident; and in the mean time his majeſty would have your lordſhip's acquaint the members of the court-martial, that they may depend on his majeſty's moſt gracious protection, for procuring them a ſufficient ſatisfaction for the late indignity offered them; and that proper methods will be taken for preventing any thing of the like nature for the future.

“ I am, &c.

Received May 22, 1746.

“ H. N.”

The answer of the court-martial to the letter ſent by Mr. Corbett, by order of the lords of the admiralty, May 21ſt.

“ Sir,

“ We deſire you will be pleaſed to inform their lordſhips, that having heard their lordſhip's letter read to us, as well as the incloſed authentick copy of the letter to their lordſhips, from his majeſty's principal ſecretary of ſtate, the duke of Newcastle, ſignifying his majeſty's royal aſſurance of his moſt gracious protection, for procuring to us a ſufficient ſatisfaction for the late indignity offered to us; and that proper methods will be taken for preventing any thing of the like nature for the future :

“ According to their lordſhip's deſire we are unaniſmouſly agreed to proceed upon the buſineſs of theſe trials, but think it incumbent upon us to give their lordſhips our reaſons for the ſteps we have already taken, ſubmitting them to their lordſhip's further conſideration,

of the court-martial, in their judicial capacity. This matter appears, however, to have been very unwisely and

---

tion, as this attack appears to us of the most dangerous consequence, to the security of the nation, the authority of the lord high admiral, the privilege of the honourable the house of commons in parliament assembled, and the prerogative of the crown :

“ First, it appears that sir John Willes, knight, lord chief justice of the court of common pleas, having no regard to the honour and safety of his majesty, the security of the liberties and properties of his subjects, the support of the constitution and defence of his dominions, in time of actual war with two powerful nations, favoured, aided, and abetted, by rebellion at home, contrary to his duty and trust, in violation of the statute laws of the realm, as well as those established by use and custom, time immemorial, by which his majesty's arms by sea have been prudently, wisely, and effectually governed to the great glory of his majesty and protection of his subjects, as well as in open defiance of his majesty's commands, in consequence of an address of the honourable house of commons in parliament assembled, he, the said sir J. W. knight, did issue his writ on the 18th day of May, in the nineteenth year of the reign of his present majesty, to arrest, seize, and secure the persons of P. Mayne, esq. and J. Renton, esq. members constituent and judges of a court martial then sitting, by order of the lords commissioners for executing the office of lord high admiral of Great Britain, by virtue of the power to them given by the statute of the 13th of king C. the Second, the said judges being duly qualified as the act requires, and did cause the said writ to be served on P. M. esq. by which crafty and subtle device, as far as in him lieth, he did let, respit, and disannul the laws of the land, and, by forcibly taking away the judges, prevent the execution of justice, and delude the commands of his majesty, grounded upon the address of the honourable house of commons in parliament assembled ; and though in a clause subjoined to the same writ, it is artfully added that the president is served with this process to the intent that he may, by his attorney, appear in his majesty's court of common pleas, it appears to us that this evasion is only provided to the intent that we might possibly, through oversight, proceed in our judicial capacity, and that by some reserved device as well as our general proceedings, as our final determination, and sentence might be interrupted and declared void and of none effect, to the entire defeating of this solemn, grand, and national enquiry.

“ 2d. That the grounds of this writ were an action recommended, by the said L. C. J. in open court, for damages against the said P. M. esq. and J. R. esq. for the sentence of a court-martial legally held, by virtue of the statute laws of the realm, at Jamaica, of which court the said P. M. esq. and J. R. esq. were members, constituents, or judges, properly qualified as such by the known laws of the realm, as well statutes as use and custom.

“ 3d.

and rashly entered upon. The chief justice of the common pleas not only proved the propriety and legality of the measures taken, under the authority of the court where he presided, but also that he himself was personally unacquainted with all matters and particulars concerning them, farther than having directed the procedure as a matter of course, founded on the strictest principles of justice. This being explained, a public apology was made by the members of the court collectively, and this very disagreeable affair ended \*.

In

---

“ 3d. That in consequence of this breach and violation of the laws of the kingdom, as well as insult to a supreme court of judicature sitting to determine in the dernier resort, which by its constitution never can acknowledge any superior court, nor any appeal from its sentence but to his majesty's prerogative, as far as in him lieth, the whole order, discipline, and government of his majesty's armies by sea is entirely and absolutely dissolved, the statute of the 13th of king Charles the Second is made null and void, by which most wicked device the honour of his majesty is betrayed, the security of his subjects is exposed, and the fundamental laws of the constitution subverted.

“ We are, &c.”

“ Court-martial on board the Prince of Orange, at Deptford, 22d May, 1746.”

\* Soon as the court-martial discovered the erroneous principles on which they had founded their too hasty censure, they passed the following resolution, which they formally sent to the chief justice.

“ As nothing is more becoming a gentleman than to acknowledge himself to be in the wrong, as soon as he is sensible that he is so, and to be ready to make satisfaction to any person he has injured; we therefore, whose names are underwritten, being thoroughly convinced that we were entirely mistaken in the opinion we had conceived of the lord chief justice Willes, think ourselves obliged, in honour as well as justice, to make him satisfaction, as far as it is in our power; and as the injury we did him was of a public nature, we do in this public manner declare, that we are now satisfied the reflections cast upon him in our resolutions of the 16th and 21st of May last, were unjust, unwarrantable and without any foundation whatsoever; and we do ask pardon of his lordship, and the court of common pleas, for the indignity offered both to him and the court.

In 1748 captain Hamilton was appointed to the Vanguard, of sixty guns, a guardship at Plymouth, at which port he was, in the month of July, commanding officer, with the temporary rank of commodore. On the 14th of

“ Perry Mayne,  
J. Byng,  
E. Legge,  
Ja. Rentone,  
Th. Frankland,  
Cha. Colby,  
J. Hamilton,  
Sheldrake Laton,  
Jof. Hamer,

C. Molloy,  
Smith Callis,  
R. Erskine,  
J. Pittman,  
Cha. Catford,  
Tho. Hanway,  
E. Spragge,  
John Orme.”

On the receipt of this apology sir John Willes made the following short speech in open court, and this very disagreeable altercation closed.

“ Although the injury I received might have required a private satisfaction, yet as the offence was of a public nature, and offered to the whole court of common pleas, as well as myself, I thought it more consistent with my character, and the dignity of the post which I have the honour to fill, to have satisfaction in this public manner; and desire, with the concurrence of my brothers, that it may be registered in the remembrance office, as a memorial to the present and future ages, that whosoever set themselves up in opposition to the laws, or think themselves above the law, will in the end find themselves mistaken, for we may with great propriety say of the law, as of truth, *magna est et prevalebit.*”

The following paragraph, taken from one of the periodical publications of the time, will best prove the state of the fact, and shew very perfectly the true share sir John had in countenancing, as was supposed personally, an act which caused so much disturbance.

“ Friday, February 21, 1746, was tried, at the common pleas, an action of false imprisonment, brought by lieutenant Geo Fry, against sir Chaloner Ogle, when a verdict was given for the plaintiff with 1000 l. damages; and he has the same cause of action against all the court-martial. His case is briefly thus: in 1740 he went volunteer to Carthagena, and for his gallant behaviour general Wentworth made him first lieutenant of marines; but for refusing to apprehend another lieutenant, without a written order, he was confined fourteen months, debarred pen, ink and paper, and was so cruelly treated that it threw him into an epileptic disorder and convulsions. After this he was tried by a court-martial for refusing to obey orders; and was, on the evidence of illiterate people whom he had never seen, (nor was suffered to cross examine) sentenced to fifteen years imprisonment, and to be incapable of his majesty's service: he was accordingly brought to the marshalsea; but, on his petition to the king, was, with the advice of the privy council, restored to his commission.”

September

September 1749, he married the widow of Richard Elliot, of Port Elliot, Cornwall, esq. by whom he left a son, who is now marquis of Abercorn. In 1755 he commanded the *Lancaster*, of sixty-six guns, a ship equipped in the early part of that year at Chatham. This vessel having afterwards gone round to Spithead as part of the naval armament collected there in consequence of the expected rupture with France, captain Hamilton was unhappily drowned, on the 18th of December in the same year, the boat having overset on its passage from Spithead to the shore. He swam for the space of near twenty minutes; and while his strength of speech survived to him, continually exhorted his men to resignation, at the same time encouraging them to all possible exertion of their strength to save their lives.

**HARDY**, Sir Charles,—was the son of the admiral of the same name, of whom we have before given some account\*. Having pursued the steps of his worthy parent, and betaken himself to the naval service, he was, on the 10th of August 1741, promoted to be captain of the *Rye*, of 24 guns, as successor to captain Lushington. In this vessel he was quickly afterwards ordered to Carolina, where we find him, in the month of July 1742; and immediately subsequent to that time occupied in cruising off the coast of Georgia, on which colony the Spaniards had effected a formidable descent. In 1744 he commanded the *Jersey*, of sixty guns; he was, by commission bearing date June the 9th, in that year, appointed governor and commander-in-chief of the island of Newfoundland, with the port of Placentia and all its dependencies. Some of the ships under his convoy having been captured by the enemy on his return from his government, at the conclusion of the year, this matter was ordered to be investigated by a court-martial, which was held on the 2d of February ensuing, and ended in his honourable acquittal.

In the month of July following, he still continuing captain of the *Jersey*, we find him to have been concerned in the following very gallant exploit, which is thus re-

---

\* See vol. iv. p. 9. et seq.

lated in a letter from Lisbon, officially published in the Gazette, No. 8457.

“ Lisbon, July 28, N. S.

“ His Britannick majesty's ship, which fell in with the French man of war, called the St. Esprit, of seventy-four guns, near the Streight's mouth, was the Jersey, of sixty guns, captain Hardy. The engagement lasted from half an hour past six in the evening till nine, when the French man of war bore away on her return to Cadiz to refit. We hear that the St. Esprit had lost her fore-mast, bolt-sprit, and twenty men in the action.”

We have no subsequent information concerning him during the continuance of the war. In the month of July 1749, we find him to have married —, daughter of Bartholomew Tate, of Delapree, in the county of Northampton, esq. During a considerable part of the ensuing peace he is erroneously said to have commanded a yacht; but we have no certain information concerning him till 1755, when he was advanced to the very honourable appointment of governor of New York. On the 12th of April in this year, that being most probably the time when he received the commission last mentioned, the honour of knighthood was annexed to it. In 1756, being then absent at his government, he was raised to the rank of rear-admiral of the blue. His commission being sent out to him thither, he hoisted his flag on board the Nightingale, in that harbour, on the 6th of May; and having afterwards removed into the Sutherland, of fifty guns, prepared to put to sea with all the ships of war he could collect, as convoy to the fleet of victuallers and transports intended to convey lord Loudon and his troops to Halifax, preparatory to the intended attack on Louisburg. The admiral was kept in a state of uncertainty for some time, both as to the arrival of Mr. Holburne, who was daily expected from England with a formidable fleet, and also the situation as well as force in which the enemy were, at the threatened place of attack: but two vessels which had been dispatched to reconnoitre the neighbouring coast having returned without seeing any thing of the enemy, sir Charles hesitated no longer in putting to sea from Sandy Hook, which he did on June 20. He arrived safe at Halifax on the



30th with his whole charge, amounting (the ships of war, which were very few in number, included) to one hundred and one sail.

Mr. Holburne himself arriving at Halifax on the 9th of July, sir Charles hoisted his flag, as second in command, on board the *Invincible*: but the leading events of the expedition we are now treating of, having been already noticed in the account of the commander-in-chief, it is needless to enter into any farther detail of them. Having resigned his station as governor at the conclusion of the year, he returned to England, where, on February 7, 1758, he was farther advanced to be rear-admiral of the white. Having hoisted his flag on board the *Captain*, of sixty-eight guns, he was ordered again to New York for the purpose of forwarding the necessary arrangements previous to the meditated renewal of an attack on the enemy in the same quarter where it had the preceding year proved unsuccessful. Mr. Boscawen having followed not long afterwards, sir Charles joined him off Louisburg on the 14th of June; but in the course of the ensuing night was blown off to sea by a violent gale of wind: he returned, however, without having experienced any disaster. He was occupied during the remainder of the siege, having removed his flag into the *Royal William*, in blocking up the harbour, as well for the purpose of shutting up five ships of the line then in the port, as preventing the enemy from receiving any supplies. Sir Charles was extremely vigilant; and, what does not invariably prove the consequence of such meritorious activity, was very successful, all the ships of the line being destroyed\*, except the *Bienfaisant*, which, as we shall hereafter shew in our account of captain Ballour, fell into the hands of the assailants.

---

\* The *Apollo*, of fifty; the *Fidelle*, of thirty-six; the *Chevre* and the *Biche*, of sixteen guns each, were sunk at the entrance of the harbour: the *Echo*, of thirty-two guns, attempting to get out, was captured by sir Charles: so that of the whole naval force in the harbour at the time of the investiture, mounting to five ships of the line, one of fifty guns, four frigates, and two corvettes, the *Comette* and *Bizarre* frigates only got off: the latter too made her escape on the very day the troops were landed, consequently before the siege could be said to be formed.

After the well-known reduction of this important place, sir Charles was detached, with seven ships of the line and three frigates, to convoy some troops sent to Gaspé, on the river St. Lawrence; and having rejoined Mr. Boscawen not long afterwards, returned to England with him in the month of October. He arrived safe at St. Helen's on the 1st of November, having had a partial and inconsiderable skirmish \* with seven of the enemy's ships from Quebec, which took the advantage of the approaching night to decline any farther contest. In 1759 he served as second in command of the Channel fleet, under sir Edward Hawke, and was promoted to be vice-admiral of the blue. He retained this station in that very memorable and glorious encounter with the French fleet under Conflans; and is noticed in the following terms by a person of intelligence, a chaplain of one of the ships who was there also. "Sir Charles Hardy (he reports) in the Union, with the Mars, Hero, and several other ships, were crowding to the admiral's assistance, when the retreat of the French, covered by the obscurity of the evening, put an end to the engagement."

In the following year he was employed on the same station, having, during a considerable part of it, his flag on board the Mars: but the recent defeat having completely prevented the French fleet from putting to sea, nothing more remarkable is said of him, than his having been obliged to put into port in the middle of the month of September, having sprung all his masts in a heavy gale of wind. Having proceeded to sea in the month of October to join his commander-in-chief in the Bay of Biscay, he shifted his flag, on their junction, into his old ship, the Union. The year 1761, during which he retained the same appointment, was, owing to the cause already stated, consumed in a manner equally uninteresting with the preceding. In 1762 he remained on the same station commanding alternately, with sir Edward Hawke, the squadrons stationed off Brest, which relieved each other successively, for the purpose of watching the shattered

---

\* The British force consisted of the Namure, Royal William, and another ship of the line, with the Bienfaisant prize.





remnant of the French naval force. Indeed, the history of sir Charles is so closely implicated during this period with that of sir Edward, his superior in command, that the history of the former might in great measure suffice for that of the latter with a mere change of name.

In the month of October 1762, he was promoted to be vice-admiral of the white, and, during the short remainder of the war, was occupied as already stated. After the conclusion of the peace he enjoyed a relaxation from the fatigues of public service: neither is he particularly mentioned even in private life, except that, in the month of November 1767, he was one of the supporters of the canopy at the funeral of his royal highness the duke of York. On the 28th of October 1770, he was farther advanced to be admiral of the blue; as he was on the death of admiral Holburne, in the following year, to be master and governor of Greenwich-hospital. In 1774 he was elected representative in parliament for the borough of Plymouth; but appeared in no other light as a public character till 1779\*: he was then, on the resignation of admiral Keppel, appointed admiral and commander-in-chief of the main or Channel fleet. Its force may be thought formidable when stated at forty-four ships, of two and three decks: in this number, however, were many included which were extremely deficient in men, as well as in other respects unfit for service, from their being just returned from a foreign station, and consequently much out of condition. Thus was he situated, when the Spanish fleet from Cadiz, having formed a junction with that of France, from Brest, entered the British Channel. Such was their superiority of force when united†, that sir Charles, reflecting the fate of his country was, in great measure, supposed to be connected with that of the fleet under his command, prudently resolved to act merely on the defensive instead of risking an encounter, which, if unsuccessful, would have been productive, at least of the

---

\* In 1778 he was advanced to be admiral of the white.

† The following is a very exact and correct list of the enemy's force at this period, which never having been publicly ascertained with any degree of precision, cannot be thought otherwise than extremely curious.—See annexed table.

greatest national alarm, if not actual misfortune. The event, if not glorious was not unfortunate. The combined fleets, after having enjoyed the useless and paltry parade of traversing the Channel for a very short period, without daring to undertake the smallest enterprize worthy of commemoration, returned back to their own ports with no greater advantage than the insignificant triumph of not having been themselves defeated.

The fleet returned towards the conclusion of the year into port, and being refitted on the approach of the ensuing spring, Sir Charles prepared to resume the command: this, however, his unfortunate, and we may also add, from the general, the universal opinion entertained of him as a truly brave and worthy man, his premature death, prevented him from executing. He died suddenly, in an apoplectic fit, at Portsmouth, on the 18th of May 1780.

An observation we have more than once before had occasion to make, and particularly in the case of Matthew lord Ashmead, is in no case more strongly applicable than the present—be wise, prudent, gallant, and enterprizing, without the smallest ostentatious display of his noble qualities—generous, mild, affable, and intelligent—his virtues commanded the most profound respect, enabling him to pass through days, when the rage and prejudice of party blazed with a fury nearly invincible, without exciting any of those violent passions, leading to the most odious motives, and the smallest ground of reprehension or censure.

1st Lord St. John—was a first cousin of Lord Pembroke. He is said to have accompanied the expedition to have been appointed commander of the expedition, as success to capture King's Island, on the 21st of March, 1741. We believe it is a mistake to suppose that he was standing in the order of battle, as he is said to have taken part on that day in the *Tyger*, a 60 gun ship. He was, however, certainly removed into that ship at a very short time afterwards, and accompanied Mr. Vernon in his unsuccessful expedition against the island of Cuba. The *Tyger* being wrecked not long after the return of the expedition, captain St. John was saved by a court-martial, a lumbered of the ship on the 20th of July, 1742, and mulcted, for neglect

neglect of duty, all the pay then due to him ; but was as at the same time recommended for farther employment by his judges. We believe him to have been a short time afterwards appointed to the Woolwich ; and, in April 1744, to have captured a very valuable Spanish ship, called the *Ascension*, bound from Cadiz to Vera Cruz, carrying twenty-four guns, and one hundred and twenty men. On the 11th of August following he was brought to a court-martial, at Antigua, for disobedience of the orders given him by the commander-in-chief, for which offence he was not only sharply reprimanded by the president, but was also fined twelve months pay. We have no proof of his having received any subsequent commission, but believe him to have lived in retirement after the time above stated. He died in Wales on the 19th of November 1752.

**HORE**, Daniel, — was, at the end of the year 1740, commander of the *Success* fireship, one of the small vessels attached to the fleet commanded by admiral Vernon. Having, consequently, been concerned in the expedition, undertaken early in the ensuing year against Carthagená, he was, after the assault made on Fort St. Lazar had unfortunately failed, ordered to command the *Gallicia*, of sixty guns, which had been just captured from the Spaniards, in whose service she had been the flag-ship of Don Blas, their admiral. This vessel was fitted up as a floating battery by Mr. Vernon's orders, and warped as close to the walls of Carthagená as possible on the night of the 15th of April ; being intended as an experiment for the purpose of convincing the general, that any diversion attempted by the fleet would have been productive of no real advantage.

Although the conclusions drawn from the little success attending this project, are deemed by many persons far from being positive evidence of the truth of what the admiral insisted on, all accounts uniformly bestow the greatest praise on the conduct and gallantry of captain Hore. No ship, say the historians who have recorded this transaction, could be brought nearer, nor could any fire be more regularly and closely kept up, than by the officers and seamen on board this ship, which sustained the cannonade from three bastions an half moon, and a ravelin, from five in the morning till near twelve at noon, without

out the smallest intermission or diminution. The ship had, by the time just mentioned, received so much damage as to render it extremely dangerous for her to continue the attack ; and the admiral, supposing the most incredulous would be satisfied with the experiment already made, sent orders to captain Hore to cut his cables and suffer the vessel to drive off from the town with the sea breeze. He accordingly obeyed, but kept his broadside to the town, on which he continued to fire till the vessel grounded on a shoal\* ; a circumstance, if report says true, that was rather fortunate for the crew, for it was generally believed, if that had not been the case, that the ship must otherwise, in consequence of the number of shot received in her hull, have quickly foundered at her anchors.

Captain Hore, in consequence of the great spirit he displayed on the foregoing very trying occasion, was promoted, on the 21st of April, N.S. to be captain of the Ludlow Castle, of forty guns ; other accounts say the *Defiance*, a fourth rate, of sixty guns : but this ship we believe him not to have been appointed to in the first instance, but to have been removed into not long afterwards. He remained on the West India station for some time ; but is not particularly noticed, except as having been, in the month of September 1742, the happy means of preserving near an hundred and fifty of the crew belonging to the *Tilbury*, of sixty guns, which accidentally took fire off *Navassa*. He did not long remain in the *Defiance*, and afterwards commanded the *Canterbury* ; in which ship he arrived at *Louisburg* on the 11th of September : and immediately afterwards obtained leave from rear-admiral Knowles to quit that ship and return to England on account of his ill health. It is stated, but without any truth, by an anonymous publisher of naval anecdotes, that captain Hore was appointed to the *Lark*, by Mr. Knowles, in 1748, he being at that time commander-in-chief at *Louisburg*, Mr. Crookshanks, her former captain, being under suspension.

No other information relative to captain Hore has come to our knowledge, except that he was put, in 1756, on the superannuated list, with the rank and half-pay of a

---

\* Where she immediately afterwards filled, and was destroyed.



rear-admiral, in which station and honourable retirement, he died in England on the 25th of June 1762.

**LAKE, Thomas,**—was, on the 2d of December 1741, appointed captain of the Tartar pink. He afterwards, though for a short time only, commanded the Exeter, of sixty guns; but quitted that ship when ordered soon afterwards to the East Indies. In 1747 he himself proceeded thither under the orders of admiral Boscawen, being at that time captain of the Deptford, a fourth rate. No particular mention is made of him during this expedition, which he did not long survive, dying, very soon after his return to England, on the 15th of April 1750.

**LATON, Sheldrake.**—We find no mention made of this gentleman till the 25th of August 1741, when he was promoted to be captain of the Flamborough frigate: we nevertheless believe him to have been, for a considerable time previous to that appointment, commander of a sloop of war. He did not long continue in the Flamborough, being succeeded in that command by captain Hamar, on the 22d of October following. We have not been able to collect any other information relative to him in the line of service\*, from which he altogether retired in 1756, being put on the superannuated list with the rank and half-pay of a rear-admiral. He lived afterwards in Norfolk, where he died, much lamented by all who had ever enjoyed the satisfaction of his acquaintance, and knew consequently his general worth, on the 22d of April 1776.

**LONG, Charles,**—was, on the 13th of May 1741, appointed captain of the Chester, a ship of fifty guns. He was afterwards ordered to the Mediterranean, where he served under Mr. Mathews† during the memorable encounter

---

\* Except that we believe him to have been in commission during nearly the whole war; and find him, in 1746, one of the members of the court-martial assembled for the trial of the admirals, Mathews and Lestock.

† We find the following erroneous memorandum concerning captain Long: "The last letters from admiral Mathews mention, that commodore Long, with a small squadron, had anchored at the mouth of the Tyber, where he had not only assisted prince Lobkowitz with four pieces

counter with the French and Spanish fleets off Toulon; but having been stationed as captain of the *Russel*, of eighty guns, second alterm of Mr. Lestock, was not actually engaged. The *Namure*, in which Mr. Mathews had hoisted his flag, being much disabled, he shifted it, when the firing ceased, into the *Russel*, which is the only material circumstance we can collect relative to Mr. Long on that memorable occasion. He continued on the same station while he remained in service, being afterwards removed into the *Royal Oak*, as successor to captain Williams, who was sent to England for trial. Mr. Long unhappily possessed a most strange and ungovernable temper, a violent and truly unwarrantable display of which banished him the service. The circumstances related to us are, that having been detached by admiral Medley, the commander-in-chief, on some service of no great consequence, he made a signal for one of the ships under his orders to send a boat on board him with a lieutenant, others say with the captain himself. There was a fresh breeze of wind which carried the ships ahead very fast; and captain Long having never brought-to for the boat, it was not without the most laboured and difficult exertions that the officer could get on board.

The officer accordingly expostulated, but in very decent and proper terms. It however irritated captain Long to so great a degree, that, not content with using language very unbecoming any gentleman, particularly in his station, he drew his sword upon his visitor; and, but that his opponent possessed more prudence and propriety of conduct than himself, would have provoked him to a duel. Mr. Long was brought to a court-martial, by Mr. Medley, for this notorious breach of order and discipline, and was, certainly not undeservedly, dismissed the service on the 16th of September 1746. He resided for a considerable part of the remainder of his life in the island of Barbadoes, and died in England on the 4th of August 1761, retaining to the latest moment of his life the same violence of

---

pieces of cannon for a battery, but was also to take some of his troops on board the ships under his command."

N. B. He certainly did not command the *Russel* at the above time, captain Robert Long being then in that ship, and the commodore mentioned by Mr. Mathews.

temper, and exclaiming in the most vehement terms against those, whose cool deliberate judgement decided on his dismissal.

LOVET, John,—was appointed captain of the *Nep-  
tune*, a second rate of 90 guns, under commodore Lestock, on November 16, 1741. He sailed immediately afterwards for the Mediterranean, where he retained the same station some time; and is erroneously stated, in some few accounts, to have acted as Mr. Lestock's captain in the well-known encounter with the French and Spanish fleets. But this is a very manifest mistake, he having, on that occasion, commanded the *Kingston* of sixty guns, the rear-ship of Mr. Rowley's division, and is mentioned as one of the officers who carried his ship into action with the most becoming spirit. He remained on the Mediterranean station some considerable time afterwards, as we find him one of the officers composing the court-martial assembled, for the trial of captain R. Norris, at Port Mahon, on the 1st of January, 1745. His name, however, does not otherwise occur in the service; nor, indeed, do we find any proof of his having held any commission after his return to England. He died on the 20th of February 1758.

NORTHESK, George Carnegie, Earl of, — was the second son of David, fourth earl of Northesk, and the lady Margaret, daughter of James, lord Burntisland, and Margaret, countess of Wemyss. George, of whom we are speaking, succeeded to the title on the death of his elder brother, David, June the 23d, 1741: he was at that time a lieutenant in the navy, a station he had filled, with the highest credit to himself, for several years. We find him particularly mentioned as lieutenant of the *Dragon*, under Mr. Barnet, who appears to have entertained for him an high degree of friendship and attachment, which ended not but with the death of so able an instructor and adviser. His lordship was promoted to be captain of the *Biddeford* frigate on the 25th of August, 1741. In the month of March 1742, he was promoted to the *Loo*, of forty guns. This ship appears to have been one of the cruisers stationed off Cape Finisterre, in which service he was employed in the month of June; and having received intelligence of a small privateer having put into *Porta  
Nova*,

Nova, he resolved to pursue her thither; but the enemy, on discovering him, ran higher up the river than his lordship could venture to pursue. It becoming calm he was obliged to anchor near the town, where he landed some men, and dismounted four guns that were on a battery there. Putting to sea from thence he had the good fortune to meet the Deal Castle frigate on the 7th of July; and having information that several vessels were then in the harbour of Vigo, which was not far distant, they both stood in to the river and anchored before the town, where they made prizes of four vessels, two of which they burnt, being light, and not having their sails on board.

This little enterprize reflected the greatest honour both on his lordship and captain Elton who supported him, as a very spirited resistance was made by the enemy, who kept up an exceeding brisk fire from the shore, as well on the ships themselves, as the boats which were employed in cutting the vessels out. All that was possible for gallantry and good conduct to effect being carried into execution, his lordship again put to sea; and learning on the 19th that the privateer he had before pursued into Porta Nova still remained there, he ran in and came to an anchor under the island of Blydones, where, having put one of his lieutenants with sixty men, and two of the ship's six-pounders, on board one of the vessels captured at Vigo, he dispatched her up the river in search of the enemy. He unhappily did not experience that success most truly due to his diligence and persevering spirit; so that no other injury was done to the foe, than by chasing on shore and burning a small vessel of inconsiderable value, together with destroying a small town, from whence a number of petty privateers had been equipped, and had been accustomed occasionally to take refuge.

His lordship was, immediately after his return to England, promoted to the Preston, of fifty guns: but in this command we find no particular mention made of him till the year 1744, when, in the month of May, he sailed for the East Indies under the orders of his former friend and instructor, if we may be allowed the application of such a term, commodore Barnet! The leading naval transactions, even those where his lordship was more particularly concerned, which took place as well during the short

short time that gentleman lived to enjoy the command, as under his immediate successor, Mr. Peyton, have been already stated at length in their different memoirs\*. Suffice it therefore to say, his behaviour on all occasions was productive of every advantage to his country that could be effected by his situation and the force of the ship he commanded, as well as of all possible honour to himself. We have thought it necessary to make this short remark, merely on account of the clamour very unjustly raised by many against Mr. Peyton, and the officers under his command, of whom, as we have just stated, his lordship was one, though he appears to have been happily exempt, even from the undeserved obloquy under which the commodore himself fell.

His lordship returned to Europe about the year 1748, and is not particularly mentioned for some years, except as having, in 1755, commanded the *Orford*, of seventy guns, then fitting out in the *Medway*, but resigned the command on account of ill health. In the following year he was advanced to be rear-admiral of the blue, as he was, in the year 1758, to be rear of the white: but having never accepted of any command after his promotion from the list of private captains, we can only lament having nothing more to record of a nobleman, possessing his lordship's acknowledged abilities and worth, than the mere date of his different advancements, through the rank of a flag officer, till he at last attained to that of admiral of the white. In 1759 he was made vice-admiral of the blue; in 1762 of the white; on the 28th of October, 1770, admiral of the blue; and admiral of the white in 1778. This noble person, not more illustrious for his noble birth than for his manifold virtues, died in an advanced age, at his seat in the county of Forfar, on the 22d of January, 1792. He married Anne, daughter to the earl of Leven, by whom he left a son, William, now earl of Northesk, a captain in the navy, of whom hereafter.

PEERS, James.—The first, and nearly sole information we have of this gentleman is, that, on the 2d of February, 1741, he was promoted to be captain of the *Fowey*, of forty-guns; on what particular stations or ser-

vices he was employed we know not, nor have we been able to collect any other particulars concerning him, except that he died in England on the 26th of November, 1746.

PHILPOT, Thomas,—was, towards the end of the year 1740, promoted from the rank of lieutenant to be commander of the Furnace bomb-ketch, a vessel we find to have been stationed at Yarmouth in the month of February 1741, on what particular service or occasion does not appear. On the 5th of March in the same year he was promoted to be captain of the Lynn; but did not long enjoy this advancement, dying on the 13th of May following.

PYE, Sir Thomas,—is an officer who, with some few others, affords, as we have before remarked, an example of the possibility of passing through life, and attaining the highest rank in the service, without the happiness of experiencing a single opportunity of distinguishing himself, except by those qualities which are little valued by the million, though highly to be regarded and honoured by the discerning. The first mention we find made of this gentleman is, his promotion to the rank of post captain, and appointment to the Seaford, a new frigate of twenty-four guns, newly launched at Shoreham, on April 13, 1741. He continued in this ship, having in the interim served for a short time on the Mediterranean station, where he removed into the Norfolk on the resignation of the honourable John Forbes, late admiral of the fleet. We find him continuing there on the 1st of January, 1745, and at that time one of the members of the court-martial convened, at Port Mahon, for the trial of captain Richard Norris. No other mention is made of this gentleman till the year 1748, when he was appointed to the Norwich; and in the following year was removed into the Humber, a ship of forty guns\*, in which, or the Gosport, a vessel of the same force to which

---

\* But before he sailed we find him, in the month of July, one of the members of the court-martial, held for the purpose of trying the mutineers on board the Chesterfield.

he was appointed in 1751, he was ordered to the coast of Guinea. Soon after his return from thence he was, in the month of February 1752, promoted to the *Advice*, of fifty guns, and sent out to the West Indies, as commodore on that station, and successor to Mr. Holburne. He continued there till superceded by commodore Frankland in 1756. He was extremely ill-treated by that gentleman, who very capriciously, and, indeed, ridiculously reprimanded him for not hawling down his broad distinguishing pendant as soon as ever he had heard of the arrival of a senior officer as his successor.

Not contented with this extravagant and ostentatious display of his superior authority, he charged Mr. Pye with having very improperly condemned the *Advice* as unfit for service. To prove the truth of this allegation, he himself went to sea in that ship for a short cruize; but the distress it underwent, and the narrow escape the crew had soon afterwards, when on their return to England, strongly contributed, as we have already observed, to prove the propriety of Mr. Pye's conduct, and the want not only of candour, but of judgement also in Mr. Frankland. Mr. Pye however came home under a cloud, and was brought to a court-martial, which was held at Portsmouth about the end of February 1758; the decision of which, as well as the particulars of the charge, are thus related in a letter from thence, dated March the 4th.

“ The court-martial on commodore Pye ended this day. He was charged with mal-practices in the management of his command abroad: but the court acquitted him of that part of the accusation preferred against him, and only reprimanded him for neglect, through which the naval officer had, by mistake, charged 200l. sterling for a schooner, which he purchased there for 200l. currency. He was also reprimanded for having interfered in the purchase of naval stores, a proper officer in that department being then on the spot.”

This disagreeable affair occasioned Mr. Pye to lose his regular turn of promotion to the rank of flag officer; nor was he, after the decision of the court-martial, advanced to the station he would regularly have held had it not been for his suspension. There appears to have been a good deal of management in this business, management to be

attributed to lord Anson, and intended for the purpose of keeping sir C. Saunders his senior on the list of admirals, though junior to him as a private captain. This end being notably accomplished, and the business arranged accordingly, Mr. Pye was, on the 8th of July, 1758, advanced to be rear-admiral of the blue, but never, we believe, had any command during the war. He was, nevertheless, advanced in the following year to be rear admiral of the white; and, in 1760, to be rear of the red. In 1762 he was farther promoted to be vice-admiral of the blue, and appointed to command, in 1764, as port-admiral at Plymouth. After some continuance there he was once more sent to the Leeward Island station. He continued there during the time usually allotted for the duration of such commands\*; and soon after his return, that is to say on the 28th of October, 1770, was promoted to the rank of vice-admiral of the red, and sent out commander-in-chief early in the following year, of the small squadron then stationed in the Mediterranean. On his return to England he was appointed commander-in-chief at Portsmouth; and holding that station in the month of June 1773, at the time his present majesty made his first excursion thither, had the honour of entertaining him on board the *Barfleur*. On the 25th of that month he received the honour of knighthood under the royal standard, and was advanced to be admiral of the blue. He was succeeded in his command by sir James Douglas, after having retained it the time usually allotted to it; and again resumed it as successor to sir James, after the expiration of a period of the same duration.

In 1778 he was raised to be admiral of the white, and acted as president of the court-martial, held at Portsmouth for the trial of admiral Keppel. It is certainly no small matter of praise, or slender proof of his worth, that at a time when parties ran to such an extravagant height in their censures, and different modes of expressing their dislike, his conduct was so truly impartial and honourable in that delicate situation, as not to afford the smallest ground or opportunity of disapprobation from either party. He retained his command, which rather resembles a civil than a warlike appointment, during the continuance of hostilities, and is universally reported to have been a man most

---

\* Having his flag, in 1769, on board the *Lark* frigate.

eminently



eminently qualified to fill the duties of that station, which, though it may not require those more brilliant and shining points which are necessary to constitute the character of the warrior and the hero, certainly demands the most solid abilities and sedulous attention. After the conclusion of the war he passed the short remainder of his days in retirement, but did not long enjoy that relaxation from the fatigues of public service, dying in London during the course of the year 1785.

ROGERS, Sir Frederic, — was the son of sir John Rogers, baronet, representative in parliament, during three successive sessions, and also recorder for the town of Plymouth, by Mary his lady, daughter of sir Robert Henly, of the Grange, in the county of Southampton, knight. The first information we have of this gentleman, as a naval officer, is, that on the 2d of December, 1741, he was promoted to be captain of the Bridgewater frigate. He was employed in this ship as a cruiser; but we do not find any particular mention made concerning him till twelve months afterwards, when the following relation is inserted in the Gazette, No. 8182. Dated Whitehall, December 25.

“ On the 7th instant, in latitude 49. 50. Scilly bearing E. half N. distant 63 leagues, his majesty's ship the Bridgewater, commanded by captain Rogers, fell in with a Spanish privateer at half past nine o'clock in the forenoon, the enemy being to windward bore down upon the Bridgewater: captain Rogers kept close upon a wind under double-reefed top-sails and courses. At eleven o'clock the privateer hoisted an English ensign, and fired a shot at the Bridgewater; whereupon captain Rogers hoisted a Dutch ensign, hauled up his main-sail, and backed his main-top-sail: but finding soon afterwards that the privateer made sail from him, he hauled down the Dutch ensign, hoisted English colours and gave her a broadside. Upon this, the privateer struck her English ensign, and hoisting Spanish colours made all possible sail from the Bridgewater, at the same time firing her stern-chace guns. Captain Rogers made sail after her, and plyed her with his bow-chace guns till three in the afternoon, when he came up with her and gave her another broadside, which she returned; but captain Rogers then finding that she shot from him, deferred firing any more till he got close

up with her. About nine, being close under her lee-quarter, he gave her another broadside, and a discharge of small arms, which compelled her to call for quarter. She is called the Santa la Rita, alias El Neptuno; carries one hundred and forty men, with eighteen carriage and eight swivel guns.—N. B. The Bridgewater was, in point of force, in no degree superior to the enemy.”

Very little other interesting mention is made of this gentleman. The circumstances which have come to our knowledge are, that, during the summer of the year 1744, he commanded the *Dover*, of forty guns, and was principally employed in convoying to and fro the Baltic fleet. Before the end of the season he was promoted to be captain of the *Maidstone*, of fifty guns: he is said by some to have afterwards commanded the *Prince Frederic*, but of this circumstance we are not certain; and if really a fact, he could not have obtained that commission till after the conclusion of the war. In the month of February 1753, he was appointed to the *Vanguard*, of seventy guns, a guardship at Plymouth, but did not long retain that station, having quitted the line of active service in November following, on being appointed commissioner of the navy, resident at the port last-mentioned\*. He continued to fill this office with the highest credit till the year 1775, and then retired with the usual pension granted on superannuation. He did not long survive, dying at his seat in Devonshire on the 9th of June 1777.

**SAUNDERS, Sir Charles.**—This brave and excellent officer, to whom fortune was particularly munificent in affording him numerous opportunities of acquiring renown by displaying that gallantry he naturally possessed, entered at a very early age into the naval service. After passing through the more subordinate station and attaining the rank of lieutenant, he was, at the particular recommendation of Mr. Anson, appointed to serve on board the *Centurion* in that capacity, when that ship was ordered to be equipped for the well-known expedition to the South Seas. Captain Kidd, of the *Pearl* frigate,

---

\* By the death of his elder brother, sir John Rogers, on the 20th of December 1773, he succeeded to the title of baronet.

dying at sea, on the last day of January, when the Squadron was on its passage to port St. Julian, captain Cheap, of the Trial sloop, was promoted to the Wager storeship, as successor to captain Murray, advanced to the Pearl, and Mr. Saunders was appointed, his successor by the commodore. He was at that time dangerously ill of a fever on board the Centurion; and, in consequence of the opinion of the surgeons that it would be extremely hazardous to remove him in the condition he then was, Mr. Anson gave an order to Mr. Saumarez, who had become his first lieutenant on the promotion just stated, to act as temporary commander of the sloop till the recovery of Mr. Saunders should enable him to undertake the charge himself.

This was not long afterwards the case: and captain Saunders had immediately to encounter a series of dangers and distresses in his passage round Cape Horn, the melancholy detail of which has been already given at some length in our account of lord Anson, and may completely save us from the disagreeable task of again recounting them.

We shall content ourselves therefore with briefly noticing, that ere the Trial reached the island of Juan Fernandez, she had buried nearly one-half her crew; those who still remained alive were in the most infirm and deplorable state; so that captain Saunders, his lieutenant and three men, were the only persons that could be said to be capable of enduring the fatigues necessarily attendant on navigating and working the vessel. Such was their condition when they reached this hospitable though uninhabited spot, where they found the commodore had arrived two days before.

The crew having in great measure recovered from the baneful influence of the scurvy, captain Saunders was dispatched to Maza Fuero, a small island not far distant from Juan Fernandez, hopes being entertained that some of the missing ships of the Squadron had put in there, mistaking it for the appointed place of rendezvous. The Trial having circumnavigated the whole island, and carefully examined every creek and harbour without success, returned to Juan Fernandez, where a Spanish prize, captured by the Centurion, was not long afterwards brought in.

in. The prisoners on board this ship on seeing the Trial, knew not how sufficiently to praise and commend the indefatigable diligence, and almost incredible exertions of the English, in having, under the then existing circumstances, fatigued, dispirited, and reduced as they were in numbers, built and completely equipped so suddenly, a vessel of her description; they, the Spaniards, not believing it possible that, figuratively speaking, such a cock-boat should have been capable of effecting a passage round Cape Horn, when the finest and best equipped ships in the Spanish navy had been compelled to put back.

All things being nearly ready for the final departure of the few remaining ships of this ill-fated squadron, and it being generally believed that the Spaniards, still ignorant of any of the British ships having reached the South Seas in safety, had several valuable vessels at sea, the Trial was dispatched on a cruise in the month of September; and on the 18th, a very few days afterwards, took, after a long chase, a valuable merchant-ship, of six hundred tons burthen, bound from Callao to Valparaiso. As a counterbalance, however, to this good fortune, captain Saunders had sprung one of his masts during the chase: his disasters did not end here; being soon afterwards joined by the commodore, with the Spanish prize he had himself taken previous to his quitting Juan Fernandez, the Trial sprung her remaining mast in a squall, and became so leaky as to be scarcely kept free, except by continued exertions at the pumps: it was determined, therefore, that captain Saunders should scuttle the Trial and remove on board his prize, which was to be commissioned as a frigate, having been not long before employed as one in the Spanish service, by the viceroy.

The guns of the Trial, together with those which had belonged to the Anna Pink victualler, amounting together to twenty, were accordingly put on board; and captain Saunders having removed his crew, together with such stores as could be got out, took rank as a post-captain by commission from the commodore, dated the 26th of September, 1741, to command this vessel, which was called, in honour to his diligence and exertions, the Trial's Prize. The commodore had parted company with captain Saunders before these matters were com-

pletely adjusted; in search of some more of the enemy's ships, leaving the Centurion's prize to assist him, with orders, that, after these preliminary duties were fulfilled, they should proceed in company to cruise for a month off the island of Valparaíso, from whence they were to proceed down the coast to an appointed rendezvous off Nasca, where, without having met with any success, they joined the commodore on the 2d of November. The well-known assault on the town of Paíta took place in a few days afterwards, but captain Saunders does not appear to have been otherwise concerned than being present at it. He continued in company with the commodore and the rest of the squadron till the spring following without meeting with any remarkable occurrence; the crews, then so much reduced in numbers, and divided as they were into five vessels, three of which were large, being totally inadequate to the purpose of navigating them across that immense southern ocean which lay before them, it was determined to destroy captain Saunders's frigate, together with the two other prizes. This resolution was, after removing on board the Centurion and Gloucester the most valuable part of what they contained, accordingly carried into execution, in the harbour of Chequetan, on the 27th of April.

The greater number both of officers and men were sent on board the Gloucester, that ship being by far the worst manned of the two. Her untimely fate, as well as all the principal circumstances and events which took place on board the Centurion herself, previous to her arrival at Macao, when captain Saunders quitted her, have been already given in our account of Mr. Anson\*. In the month of November 1742, which was immediately after the Centurion reached China, captain Saunders, being charged with dispatches from the commodore, took his passage to England on board a Swedish ship, in which he arrived in the Downs, after a prosperous passage, in the month of May 1743. He was not long afterwards appointed captain of the Sapphire, of forty-four guns, one of the vessels employed, during the ensuing spring, in cruising off the coast of Flanders, and in watching the port of Dunkirk. The only success he appears to have met with while thus

---

\* See vol. iv. p. 112, et seq.

employed was the capture of a galliot hoy, from Dantzick, on the 7th of April, having on board nearly two hundred officers and soldiers, belonging to count Lowendahls regiment at Dunkirk, which had been raised at the former place for the service of the French king. He continued in the Sapphire, we believe, till his promotion to the Sandwich, of ninety guns, which took place in the month of March 1745. He remained in this ship, which we believe to have been employed as a guard-ship but a very short time, being, in the month of April ensuing, removed into the more active station of captain of the Gloucester, of fifty guns, a new ship just launched, supplying the place of that before lost with Mr. Anson.

In 1746, being then engaged on a cruise in company with, and under the orders of captain Cheap, in the Lark, they captured Le Fort de Nants, a register ship from New Spain, valued at upwards of one hundred thousand pounds. We have no subsequent information concerning him till October 1747\*, when he commanded the Yarmouth, of 64 guns, one of the ships under the command of rear-admiral Hawke, which totally defeated and captured nearly the whole of the French squadron, under mons. L'Etendiere. To this very brilliant victory captain Saunders very eminently contributed; two of the enemy's ships, of seventy-four guns each, the Neptune and Monarque, having, as is confidently reported, struck to the Yarmouth. Though his loss in the preceding action was very considerable, amounting to nearly one hundred of his crew killed and wounded, he is said to have proposed to the captains Saumarez and Rodney, of the Nottingham and Eagle, the former of which gentlemen had served with him in the Centurion, that they should pursue the Tonnant, of eighty guns, and Intrepide, of seventy-four, which were then endeavouring to make their escape. This measure appears to have been carried into execution, but its success was fatally prevented by the unfortunate death of captain Saumarez of the Nottingham †.

He

---

\* In the absence of sir Piercy Brett, the proper captain, he himself having been appointed to the Tyger, a new fourth rate of sixty guns.

† The following account of his gallantry on this occasion is given in a letter, written by an officer belonging to the Yarmouth. It bears testimony too honourable to the character of captain Saunders to be here omitted.

“ Though

He was one of the witnesses examined on the trial of captain Fox, of the Kent, in the month of November; but is not otherwise mentioned, as connected with the service, during the continuance of the war. In the month of April 1750, he was elected representative in parliament for the borough of Plymouth, as successor to the lord Vere Beauclerk, then created a peer of Great Britain by the title of lord Vere, of Hanworth. On the 26th of September in the following year, he married ———, only daughter to James Buck, esq. a banker in London. In January following he was nominated commodore of the Squadron ordered for the Streights for the purpose of relieving Mr. Keppel, who then held the chief command there; but his destination was afterwards changed, for, in May following, he was appointed commodore and commander-in-chief on the Newfoundland station, for the purpose of protecting the fishery in that quarter. Having hoisted his

---

“ Though the Yarmouth without dispute had as great a share as any single ship in the fleet, if not a greater, in the engagement with the French, October 14th, yet, in all the accounts I have seen, she is not so much as mentioned, as though no such ship had been there. It is something surprizing that admiral Hawke should see and notice, in his long account, the behaviour of the Lion, Louisa, Tilbury, and Eagle, and yet could discover nothing of the extraordinary courage and conduct of captain Saunders, of the Yarmouth, who lay two hours and a half close engaged with the Neptune, a seventy-gun ship, with seven hundred men, which he never quitted till she struck, although the Monarch, a seventy-four gun ship, who struck to us likewise, lay upon our bow for some time, and another of the enemy's ships upon our stern. When the Neptune struck, after killing them one hundred men and wounding one hundred and forty, she was so close to us that our men jumped into her; and, notwithstanding such long warm work, the ship much disabled in masts and rigging, and twenty-two men killed and seventy wounded, his courage did not cool here. He could not with patience see the French admiral and the Intrepide, a seventy-four gun ship getting away, and none of our ships after them; nor could he think of preferring his own security to the glory and interest of his country, but ardently wished to pursue them, he proposed it therefore to captain Saumarez in the Nottingham, and captain Rodney in the Eagle, who were within hail of us; but captain Saumarez being unfortunately killed by the first fire of the enemy, the Nottingham hauled their wind and did no more service; and the Eagle never came near enough to do any; so that the Yarmouth had to deal with both of the enemy's ships for some time, till at length they got out of the reach of our guns. I think so much bravery and noble spirit ought not to lie in oblivion.”

pendant

pendant on board the *Penzance*, of forty guns, he sailed quickly afterwards, having additional instructions to search for a pretended island, which it was supposed had been discovered in latitude 49' 40", longitude 24' 30", from the Lizard, in hopes of discovering which Mr. Rodney had just before, cruised for ten days without success.

Captain Saunders was not in any degree more fortunate than his predecessor. In the month of April 1754, he was appointed treasurer of Greenwich-hospital, an office he held twelve years, and then resigned on being promoted to the very elevated station of first commissioner of the admiralty. In the parliament which met at Westminster, May the 31st, 1754, he was elected representative for the borough of Heydon, in Yorkshire, a trust reposed in him, through the interest of his steady, constant friend lord Anson. In the month of March 1755, a rupture with France being then almost daily apprehended, he was appointed commander of the *Prince*, a new ship of ninety guns, launched a short time before, and, in the month of June, gave a most splendid entertainment to a most numerous assemblage of the first nobility in the kingdom, who repaired to Portsmouth on the anniversary of the king's accession, for the purpose of seeing the formidable fleet then collected at Spithead, dressed in the colours of different nations, as is customary on such occasions.

Mr. Saunders resigned the command of the *Prince*, in the month of December following, on being appointed comptroller of the navy. Immediately after this promotion he was, in testimony of that universal respect in which he was held, elected one of the elder brethren of the trinity-house. His seat in parliament having become vacated by his appointment of comptroller, he was re-elected for the same borough he had before represented. In the month of June 1756, advice being received of the miscarriage of the fleet, under Mr. Byng, in the Mediterranean, a special promotion of flag-officers was made, and extended purposely to Mr. Saunders, who sailed immediately afterwards, with sir Edward Hawke, as a passenger on board the *Antelope*, for Gibraltar, where he was to hoist his flag as rear-admiral of the blue. On the return of sir Edward to England, in the month of  
January



January 1757, he was left commander-in-chief on the Mediterranean station; but no occurrence very worthy notice\* appears to have taken place during the time he held this very honourable appointment.

No mention is made of this gentleman after his return from this station till the month of February 1759, except that, in 1758, he was advanced to be rear-admiral of the white. Early in 1759, having been previously promoted to be vice-admiral of the blue, he was appointed commander-in-chief of the fleet destined for the attack of Quebec. He sailed for Louisburg, from Spithead, on the 17th of February, having the following ships under his orders: the Neptune, ninety guns, (flag ship); the Royal William, eighty-four; the Dublin, Shrewsbury, and Warspite, seventy-four; Orford, seventy; Alcide, and Sterling Castle, sixty-four; the Lizard, of twenty; the Scorpion sloop, the Baltimore, Pelican and Racehorse bomb-vessels; the Cormorant, Strombolo and Vesuvius fireships. Admiral Holmes, who served under him, had sailed from Spithead with a division three days before him. Mr. Saunders was in sight of Louisburg on the 21st of

---

\* The most remarkable appears to have been the following skirmish, which took place early in the year, with a small French squadron, bound to Louisburg, under monsieur Reveft. The Phoenix, captain Wharfe, arrived at Plymouth on the 26th of April, in eighteen days from Malaga, and reports, that on the 2d instant admiral Saunders, at Gibraltar, had received an express from Malaga, with advice, that there were, off that port, four French men of war of seventy-four guns each: on which he went out with the Culloden, Berwick, Princess Louisa, Guernsey, and Portland, to cruise in the gut; and on the 5th, about four o'clock in the afternoon, saw the French. He being to leeward formed a line; and about sun-set the enemy did the same, about two miles to windward of our admiral, and began to fire, but did not reach our ships. The Guernsey and Louisa got within shot and began to engage; but before the rest got up it was night, and the two squadrons lost sight of each other. About nine o'clock, the moon getting up, the Guernsey and Louisa saw the French again. The admiral made a signal to chase, but could not come up with them. On the 8th the Phoenix spoke with one of the admiral's ships, who said they had lost sight of the French the day before. These French men of war have a good number of land forces on board, and are supposed to be bound to America; having, by favour of a levant wind, escaped and proceeded on their voyage. The names of the ships were, the Hector, Achilles, and Valiant, of seventy-four guns each; the Soubize, of sixty-six, and a polacca, of twenty-six.

April;

April; but that harbour being blocked up with ice, he was obliged to bear away for Halifax in Nova Scotia. Having received intelligence before he left England that a small French squadron, with some victuallers and transports, had sailed before him for the destined object of his attack, he immediately detached admiral Durel with a division of the fleet, to cruise off the isle of Coudres, in the river St. Lawrence, in hopes he might be able to intercept the enemy; but, notwithstanding this diligent exertion, the English squadron arrived not in time to effect that purpose. As soon as the navigation was deemed sufficiently open, which was not the case till the end of May, the vice-admiral sailed with the remainder of his force, and on the 6th of June was off Scatari, standing in for the river St. Lawrence, from whence he sent intelligence to England of the progress he had then made.

The fleet which, when united, consisted of twenty-one ships of the line, besides frigates, smaller vessels of war and transports, did not reach the destined point of disembarkation, on the island of Orleans, till the 26th; and on the following day the troops were landed. On the 28th the enemy made an attempt to burn the British ships, by sending down from Quebec seven fire rafts, or vessels; but such expeditious exertions were made, that, although the fleet, together with the transports, which were numerous and spread across the greater part of the channel, the fire-vessels were all towed clear, by the boats, without doing the smallest injury. On the 28th of July a second attempt of a similar nature was made by the enemy, who sent down a raft of fire-stages, consisting of nearly one hundred radeaux, a measure which succeeded no better than the former had done. The subsequent events of this very memorable siege have nothing to distinguish them from those occurrences which usually take place on such occasions; and it is only necessary to add, that the prudence, the diligence, the general ability of the vice-admiral, proved completely competent, far as his department was concerned, to the removal of those numerous obstacles which so long impeded the day of victory and success, and the provision for those unforeseen exigencies which, for a considerable space of time, appeared as it were daily to multiply.

Immedi-

Immediately on the surrender of Quebec, Mr. Saunders having supplied that place with provisions from the ships as well as circumstances would permit, sailed, on his return to England, with such part of the fleet as it was necessary for him to bring home. He had nearly reached the Channel when he is said to have been informed that the Brest squadron was at sea, and instantly took the spirited resolution of proceeding to join sir Edward Hawke, dispatching a vessel to England with intelligence to the admiralty of the step he had taken, and the hopes he entertained of their approval. Receiving, however, while pursuing his route, intelligence that the contest had been gloriously decided by the total defeat of the French admiral, he changed his course once more and went ashore at Cork. He travelled by land to Dublin, where he arrived on the 15th of December; and going accidentally to the play, he was received with that unanimous applause, by the whole audience, which being most truly and honestly merited, could not be otherwise than highly gratifying, even to a character perfectly unassailed by vanity and proof against the most subtle flattery.

On the 26th of the same month he arrived in London, where his reception, both by his sovereign and the people, was equally honourable to him. Some days previous to his arrival \* he was appointed lieutenant-general of marines. On taking his seat in the house of commons on the 23d of January 1760, the thanks of the house were given him by the speaker. In the ensuing spring he was appointed commander-in-chief in the Mediterranean, and sailed from Spithead on the 21st of May, having his flag still on board the Neptune, with the Somerset, of seventy guns; the Firme, of sixty; and the Preston, of fifty. He arrived at Gibraltar on the 9th of June. No material occurrence took place during the remainder of the year, for the naval power of France was annihilated in the Mediterranean. In the new parliament, which was chosen in the beginning of 1761, but did not meet till the month of November, he was re-elected member for

---

\* See Gazette, Dec. 8, 1759.

Heydon; and, on the 26th of May\*, was installed, by proxy, knight companion of the most honourable order of the Bath. Sir Charles continued at Gibraltar till the conclusion of the war; and was, during his absence, in the month of October 1762, advanced to be vice-admiral of the white. On the 30th of August 1765, he was appointed one of the commissioners for executing the office of lord high admiral; and, on the 16th of September 1766, being advanced to be first commissioner, was sworn in one of the members of his majesty's most honourable privy council.

A short anecdote, and of the most honourable kind to sir Charles, relative to this appointment, we have already had occasion to relate, as connected with our account of admiral sir George Pocock†. He retained his high office only till the 13th of December following, and then resigning, never, subsequent to this time, returned to any public station. In the funeral procession of the duke of York, on the 3d of November 1767, he was one of the admirals who supported the canopy. In the new parliament, which met in the month of May 1768, he was again rechosen representative for the borough of Heydon. In the month of October 1770, he was advanced to be admiral of the blue. In the new parliament convened in 1774, he was a candidate for the borough of Yarmouth, where he was unsuccessful; but was, for the fourth time, re-elected for Heydon. He did not long survive this event, dying, at his house in Spring-gardens, of the gout in his stomach, on the 7th of December 1775.

To say he died lamented and regretted by all who knew him, would be bestowing only that faint praise which contracts the extent of that high estimation, even to veneration, in which he was universally held by men of all parties, descriptions, and opinions. In a very few hours after his decease sir George Saville, and Mr. Edmund Burke, who had been his intimates, announced his death with all the affectionate honesty, impassioned warmth and

---

\* His cruisers were more successful in the course of this year than they had been in the preceding, having taken many prizes, one of them the *Oriflamme*, of which we shall hereafter speak.

† See vol. iv. p. 405.

effusion of private friendship, exalted, if possible, beyond itself by the bitter reflection on what might be deemed a public loss. The justice of the eulogium they severally pronounced on that melancholy occasion was unanimously confessed by all who heard it, and caused an encrease of sorrow, by painting in its proper colours the extent of a national loss. His corpse was privately interred in Westminster-abbey, on the 12th of the same month, near the monument of general Wolfe, who had been his noble associate in war, his compeer in gallantry, but, from the untimely fate of the general, not in fortune. Sir Charles died possessed of a very considerable property, the bulk of which he bequeathed to his niece; but, independant of that, left several very handsome legacies; one in particular to the late lord viscount Keppel, with whom he had served on board the Centurion.

SWANTON, Thomas,—was, on the 19th of January 1741, promoted, from the rank of lieutenant to be captain of the Liverpool, a fifth rate of forty guns. Very few particulars are related concerning his service, which appears to have been totally confined to cruising off the coast of Spain; in which employment we must, however, observe, he met with some success. He was early in the year 1744, ordered to the Mediterranean, on which station he died, in the employment of conveying an outward-bound fleet to Turkey, on the 12th of August ensuing.

SWAYSLAND, Henry,—was, in 1740, advanced from the rank of lieutenant to be commander of the Shark sloop; from which vessel he was promoted, on the 22d of January 1740, to be captain of the Lively frigate, a vessel employed at that time, with one or two others of the same force, in protecting the islands of Guernsey and Jersey. Extraordinary as it may appear, we do not find the least subsequent mention made of this gentleman, except that, in 1756, he was put on the superannuated list, with the rank and half pay of a rear-admiral, a circumstance he did not long survive, dying on the 19th of October in the following year.

TUCKER, Thomas.—The first information we have of this gentleman is, that he was, at the end of the year  
1740,

1740, appointed commander of the *Princess Royal*\*, an hospital ship attached to the fleet sent out to the West Indies under rear-admiral sir Chaloner Ogle. It cannot be supposed any thing very interesting should occur while he retained such a command: after his return from that unhappy expedition he was promoted, on the 17th of July 1741, to be captain of the *Fowey*; in which ship, being stationed in the West Indies, in 1743 he had the good fortune to capture a Spanish register ship, called the *St. Joseph Le Desiderio*, said to have been worth upwards of one hundred thousand pounds; otherwise he is unhappily in the same predicament with the gentleman last-mentioned on the score of incelebrity, being no otherwise noticed than as having been, as well as captain Swayland, put on the superannuated list, in 1756, with the rank and half-pay of a rear-admiral. He died in Wales on the 8th of August 1766.

UTTING, Ashby,—was, on the 25th of March 1741, promoted to be captain of the *Mary* galley, and was sent to the Mediterranean, from whence he soon returned back to England. Being ordered in the same ship to America, he died at South Carolina, in the prime of life, on the 26th of July 1742, as we are informed, of a total decay, induced merely by intemperance. May his untimely end deter others from pursuing the same unhappy course †.

WARD, Henry,—was, on the 25th of May 1741, promoted to be captain of the *Sheerness* frigate by Mr. Vernon, under whom he had previously served as lieutenant. Very soon after he received this appointment he captured and carried to Jamaica a very rich Spanish ship, called the *Nuestra Senora Del Rosario*. We have not been able to procure any subsequent information relative to this gentleman till the month of January 1753, when

---

\* Other accounts make this ship to have been commanded by a captain Nathaniel Tucker, who never had any other appointment: this we doubt.

† Such is the date given by Mr. Hardy of this gentleman's death as well as of the ship he commanded. Another account states him to have died at the same time, but captain of the *Aldborough* frigate. A third account, which we most credit, states him to have died on the Carolina station in 1746, being at that time captain of the *Gosport*, of forty-four guns. He is likewise said to have commanded the *Loo*, a ship of the same force, about the year 1744.

he was appointed to command the *Culloden*, of seventy-four guns, then newly equipped and commissioned as a guard ship in the Medway. In 1755, when a rupture with France was apprehended, he was ordered to the *Nore*, as is customary on the expectation of such an event. In the following year he was sent out in the same ship with Mr. Byng, but does not appear to have been engaged, or at most very trivially so, in the encounter with the French fleet off Mahon. His inaction was, we must in justice to him observe, unavoidable, he having been stationed in the line as the admiral's second astern, and, owing to circumstances that have been already explained\*, consequently prevented from closing with the enemy. Not long after his return from the Mediterranean†, that is to say on the 1st of July 1757, he was put on the superannuated list with the rank and half pay of a rear-admiral. He died on the 4th of December 1766.

WATSON, Nathaniel,—was, on the 16th of January 1741, promoted to the *Feverham*, a fifth rate of forty-four guns, then newly rebuilt. He was soon ordered to the Mediterranean, and some time after the arrival of Mr. Mathews resigned that command. No subsequent mention, far as we have been able to discover, is made of him in the service, which we have been, indeed, informed he quitted soon afterwards. He died in England on February 17, 1766.

WARING, Rupert,—was, on the 16th of September 1741, promoted to be captain of the *Greyhound* frigate‡. After his return to England he was ordered to Jamaica, where the *Lark* was to serve as an hulk. Whether he commanded

---

\* See the memoirs of Mr. Byng, vol. iv. p. 151. Captain Ward was one of the witnesses examined on that admiral's trial, and bore exceedingly hard upon him. He deposed that the enemy's shot fell short of him though to leeward of the *Ramillies*; and declared, as his sentiments, that if Mr. Byng had borne down, the greater part of the French fleet might have been taken. This, however, is a mere matter of private opinion.

† From whence he was ordered home as an evidence against Mr. Byng.

‡ This should be the *Lark*. A private memorandum, with which we have been obligingly furnished, informs us he did not take post in the *Greyhound*, being only appointed, by order of admiralty, to proceed to Lisbon in this ship, carrying with him a commission to captain Francis Parry, of the *Grampus* sloop upon that station, to command the *Greyhound*; and for which sloop captain Waring had a commission, with orders to swear captain Parry into the command of the ship first mentioned.

that vessel at the time it overfet in the harbour of Port Royal, on the 20th of October 1744, does not appear. He is not otherwise mentioned, except as having died in England on the 13th of February 1753.

**YOUNG, Robert.**—We find this gentleman mentioned as lieutenant of the *Mary Galley* soon after the commencement of the war with Spain. About May 1741, he was advanced to be commander of the *Scipio* fireship, and from thence promoted, on the 1st of October following, to be captain either of the *Biddeford* or *Blandford* frigate. No mention is made of him while he continued in this vessel, nor, indeed, afterwards till the year 1744, at which time he commanded the *Kinsale* on the Newfoundland station. He distinguished himself exceedingly, in the month of September, by an enterprize he projected and caused to be carried into execution, with much success, against some French ships in the harbour of Fishotte, a particular account of which may not, perhaps, be thought uninteresting.—He had made prize of a large ship a short time before, having manned that vessel with eighty of his own crew, and as many stout volunteers from the shore; arming her also with twenty guns, he sent her with three stout privateers, carrying three hundred men, to attempt the enemy. The prize led into the harbour, but unfortunately grounded thrice: the last time in swinging off, she fell athwart the bow of the *Moderate*, one of the French ships, carrying twelve guns and seventy-five men; and having quickly carried her by boarding, her force was immediately employed against four other French ships, all armed, which were then lying in the harbour. A desperate action immediately commenced, and after a most spirited contest, which continued five hours and an half, ended in the surrender of all the enemy's ships. These were, the *St. Denis*, of fourteen guns and fifty-three men; the *Marquis De Sè*, of fourteen guns and eighty-six men; the *Duc De Penthièvre*, of twelve guns and eighty-four men; and the *Jafon*, of fourteen guns and eighty men. This conquest was not, however, atchieved without some loss; ten of the English were killed and thirty wounded: but a much greater slaughter was made on board the enemy's ships: the number of prisoners taken, not much exceeding two hundred, leaving ninety persons unaccounted for in any other way



way than by supposing them slain. This action was rendered the more honourable to the assailants from the circumstance of the privateers having been unable to join in the attack, or get into the harbour till the victory was achieved.—Captain Young proceeded to Lisbon, with the fleet accustomed to proceed thither from Newfoundland, in the month of November; but we have not been able to procure any other information concerning him, except that we believe him to have retained the command of the *Kinsale* till nearly the time of his death, which happened, according to the best accounts we have been able to procure, on the 19th of November 1750; but, according to Mr. Hardy's, which in this instance we believe to be erroneous, on the 4th of December 1754.

## 1742.

**BURNABY, Sir William,**—was the descendant of a very respectable Oxfordshire family; and having attached himself to a naval life, was, about the month of August 1741, promoted from the rank of lieutenant to be commander of the *Thunder* bomb-ketch, and soon afterwards sent out to Mr. Vernon on the West India station\*: he was there promoted by that admiral to be captain

---

\* A whimsical anecdote has been related to us, from good authority, relative to the first interview which took place between Mr. Vernon and himself, on his arrival on the West India station. Mr. Burnaby was a man extremely attached to exterior appearance, and aimed, on all occasions, at being the best dressed man in whatever company he mixed: he even carried this desire, on some occasions, to an height which exposed him to ridicule and the imputation of absurdity. Mr. Vernon, it is well known, was of a very different turn of mind: he, on the opposite direction, sunk his ideas of dress into a slovenly appearance, highly improper in an officer of any rank, and truly reprehensible in a commander-in-chief like himself, as well as derogatory to the decency of a gentleman. A meeting between two such opposite characters must have been not a little amusing, supposing them both to have had an opportunity of displaying their different inclinations. This absolutely took place, and in the following manner: Mr. Burnaby, immediately after his arrival at Jamaica, proceeded, as is customary, to pay a visit of ceremony to the commander-in-chief. On this

captain of the *Litchfield*, of fifty guns, on the 9th of December 1742, though many accounts erroneously state him to have taken post in the *Lark*. He distinguished himself exceedingly in the month of October 1743, till which time we find no mention made of him. He had been ordered out on a cruise off Porto Rico, and the following account is given of the transaction above alluded to in a letter, dated on board the *Cumberland*, November the 8th.

“ This day arrived here, from off Porto Rico, his Britannic majesty's ship, the *Litchfield*, captain Burnaby commander, with two privateer sloops taken in her cruise, one called the *St. Raphael*, whose men all left her and went ashore, having first scuttled her, endeavouring to sink her; she has ports for fourteen guns: the other, called the *St. Antonio de las Animas*, has eight carriage, fourteen swivel guns and forty-two men: besides which captain Burnaby sunk and destroyed two more privateers; one off the east end of Hispaniola, and the other off the west end of Porto Rico; he burnt also another sloop in Aguada Bay, and destroyed a battery ashore, which she had got under, of four guns. Landing some men, with an officer, he dismounted the said guns, knocked off the trunnions, spiked them up, burnt the carriages and guard-house, and brought off the colours in the presence of a multitude of Spaniards, of whom the assailants are supposed to have killed near two hundred, and with the loss of only one man.”

---

*Solemn* occasion he equipped himself gorgeously in a suit of silk, or, as some say, velvet, very splendidly laced. The admiral was, as was not uncommon with him, coarsely dressed in a very ordinary manner. When Mr. Burnaby was announced, Mr. Vernon rose from his escutcheon with much apparent and pretended confusion, and hurrying into an inner apartment put on a wig of ceremony, which having adjusted with pretended haste and embarrassment, he advanced towards Mr. Burnaby with great gravity, and desired to know his commands? when the latter informed him, with much precision and attention to form, “ that he had the honour to command the bomb vessel which had just arrived from England.” Mr. Vernon, with a ludicrous and grotesque alteration of countenance, replied, “ Gad so, sir, I really took you for a dancing master.” Certainly the coarse rudeness and reprehension of the admiral was, to the full, as ridiculous as the finical attention to dress was in the other.

We

We do not find any other particular mention of him during the time he continued in the West Indies, except that he was afterwards appointed to the Cumberland, by sir Chaloner Ogle, who had his flag on board that ship, and with whom he returned to England in 1744. This particular affords us a singular proof how fallible many of the articles of biographical information are, which are extracted from what might be deemed the most authentic sources, as they certainly are next to positive, living testimony, namely private letters written at the very time. From one of these we collect that the Litchfield, then commanded by captain Burnaby, arrived in the Downs, from Jamaica, on the 4th of March 1744, having on board a very considerable quantity of specie, collected from the Spanish prizes taken in the West Indies. This intelligence we should certainly have implicitly relied on as most strictly to be depended upon, had we not been accidentally furnished with positive proof of the promotion already stated. In a few days after his arrival we find him one of the members of the court-martial held upon captain Green, of the Lizard sloop, on board the Sandwich, at Spithead: but no other particular mention is made of him during the continuance of the war.

On the 9th of April 1754, he received the honour of knighthood, but on what particular account or occasion does not appear. In the following year he served the office of sheriff for the county of Oxford; and, before its conclusion, we believe in the month of October, was appointed captain of the Jersey, one of the ships then ordered to be equipped in consequence of the expected rupture with France. He continued in this ship without meeting with any occurrence remarkable, or worthy notice, till the month of June or July 1757\*, when he was promoted to the command of the Royal Anne, a first rate. This ship, being extremely old, was principally, if not entirely employed as a guardship; so that, as may be naturally expected, we do not again find any particular

---

\* Just before he quitted the Jersey he was married to Miss Onley, by whom he left several children, the eldest of whom having pursued his father's profession, died, not long since, a captain in the navy, as well as her father's heir.

mention made of him during the time he retained the above command, nor indeed subsequent to that, till his promotion, in 1762, to be rear-admiral of the red. In the month of June, or July 1763, he was appointed commander-in-chief of a squadron ordered to the West Indies, where, though he continued the usual time allotted to such commands, having his flag on board the Dreadnought, nothing in any degree remarkable enough to merit particular notice took place, a circumstance more to be expected than wondered at during a period of peace, immediately consequent to so long a war. On the 31st of October 1767, not long, as it is presumed, after his return from the West Indies, he was advanced to the rank of a baronet of Great Britain, but does not appear to have received any promotion in the line of his profession till 1770, when we find him to have been advanced to the rank of vice-admiral of the white, as he was, on the 24th of October in the same year, to be vice-admiral of the red. At the end of the year 1771, he was made commander-in-chief on the Jamaica station; and, after his return from thence, appears to have received no subsequent appointment. He died some time in the year 1776.

BURY, Thomas. — We know nothing of this gentleman till his promotion, on the 3d of July 1742, to be captain of the *Solebay*, a new twenty-gun ship. In this vessel we believe him to have been principally employed as a cruiser, but without meeting with any success or occurrence deserving particular notice, till the month of February 1744, at which time he was on the Gibraltar station. His first piece of good fortune was trivial, compared to that which almost immediately followed it. Being off Cape Spartel on the 23d of the month just mentioned, he gave chase to a Spanish privateer, which, in the hope of avoiding him, ran in for the shore. Captain Bury pursued with the greatest alacrity, firing at intervals as he could bring his guns to bear: at length the night compelled him to abandon his prize, which, though it escaped falling into his hands, fled only as it were to meet a more disastrous fate: having received considerable damage from the fire of the *Solebay*, the Spaniard is supposed to have sunk, during the night, off Point Pedro.

Two

Two days afterwards captain Bury, with better fortune both as to the event itself, and the value of the object he pursued, gave chase to a large ship, with which he closed about nine o'clock in the morning. The enemy, when first discovered, displayed French colours; but on approaching within gun-shot hawled them down, and hoisting those of Spain, which properly belonged to her, resolutely commenced action by firing a shot across the Solebay. Captain Bury was in no degree dilatory, but striking the Dutch colours, which he had then flying, and hoisting English, began to engage. The encounter was maintained with much spirit on both sides till one o'clock, when the enemy, on her surrender, proved to be the *Concordia*, a Spanish register ship, from Vera Cruz, bound to Cadiz, mounting twenty-six guns, and carrying a crew of one hundred and forty men, seven of whom were killed and upwards of twenty wounded, several of them so dangerously as to be past recovery; while the *Solebay* had on her part only seven persons immaterially wounded. The great value of the prize\*, though it may be thought by most persons an object well worthy so serious and spirited a contest, unfortunately proved, in the end, of little advantage to captain Bury himself. There were several of his brother commanders who, though not personally concerned in the capture already mentioned, had, nevertheless, according to the rules and regulations of the service, a legal right to share with him in his good fortune. Estimating his prize at a much higher rate than, great as it was, it really merited, in the first paroxysms of his joy he rashly and inconsiderately agreed to farm of his fortunate copartners their respective shares, and pay them for each the specific sum of ten thousand pounds; this engagement being complied with, he not only found himself abridged of all emolument from his prize, but is even said to have had his own private fortune very materially injured by the extra distribution.

He continued on the same station during the summer, and on the 28th of June fell in with and captured, after

---

\* The cargo consisted of 190,000 heavy dollars, 1095 serons of cochineal, 556 of indigo, 424 hides, and some other valuable commodities.

an inconsiderable resistance, a Spanish privateer, called the *Grand Carlo Magno*, mounting twenty-four carriage and swivel guns: these successes were, however, shortly afterwards interrupted by the capture of the *Solebay*. In a return of prizes for the month of October, that ship is stated, in general terms, to have been captured by the *Brest* squadron, no particulars being added. Nevertheless he was sentenced, by the court-martial held to enquire into his conduct, after his return from captivity, on the 15th of January 1744-5, to forfeit twelve months pay, as a punishment for his misconduct on that occasion. Mr. Hardy states the judgement to have been more severe, extending to his dismissal from the service "for not having made any defence, or attempting to disable the chace." A private MS. memorandum we have obtained relative to this business, states him to have been dismissed the service, but to have been afterwards restored. The sentence first stated is that which we are persuaded was actually passed, nor should we have mentioned the others, but for the purpose of pointing them out as erroneous. Captain Bury, if ever afterwards employed, is not sufficiently particularised to enable us to mention even the ship he commanded, or any other anecdotes or circumstances concerning him, except that he died during the year 1748.

GALLIS, Smith,—was promoted, about the end of the year 1741, from the rank of lieutenant of one of the ships on the Mediterranean station, to be commander of the *Duke* fireship. In this station he distinguished himself exceedingly, under the orders of captain Norris, in the destruction of five Spanish gallies in the neutral port of St. Tropez, the particulars of which have been already given in the life of cap. Norris\*, together with a proper tribute to the high and distinguished merit of Mr. Callis. So highly, indeed; and most justly, was his conduct approved by his majesty George the Second, that he honoured him with a gold chain and medal, as a public token of his esteem and favour. On the 9th of August, which was very soon after his arrival in England with the dispatch from admiral Mathews, containing an account of the above

---

\* See vol. iv. p. 300.

event, he was promoted to the command of the *Assistance*, of fifty guns, in which ship he was almost immediately ordered to the West Indies, where he distinguished himself exceedingly, in the month of February 1743, under commodore Knowles, in the unfortunate attack on *La Guira*, where he had eighty-four of his crew killed and wounded. His behaviour was scarcely less conspicuous in the equally unsuccessful assault of Porto Cavallo which succeeded it, in the month of April following: a more particular and enlarged detail of both which enterprises will be found at large in the life of admiral sir Charles Knowles\*. We do not find him concerned in any other remarkable undertaking during his continuance in the West Indies, from whence he returned in the month of June 1745.

Immediately on his arrival he had a new opportunity of displaying at least his diligence and zeal, and there certainly can scarcely exist two more valuable qualities in a naval commander. Soon after he came up to Spithead from Jamaica, he received information that the *Mediator* sloop of war, which had been dispatched express for the West Indies, had been taken in going through the Needles by a French Privateer. Without waiting for the formality of an order, Captain Callis immediately slipped his cable, and retook the sloop of war with fifty of the privateer's crew on board. Trivial as the above circumstance may be thought by some, we ourselves certainly conceive it worth insertion, as being highly conducive to his honour, in having been so decidedly active at a time when the smallest delay might have rendered every subsequent exertion ineffectual †.

We hear nothing of captain Callis after the above event till the beginning of the year 1747, when he was appointed to the *Oxford*, of fifty guns; in which ship, being on a cruise off the coast of Spain, in the month of October following, he fell in with the *Glorioso*, a Spanish ship of

\* Vol. iv. p. 350, et seq.

† In 1746 he was one of the members of the court-martial held for the trial of the admirals, Lestock and Mathews. See page 98.

war\*, mounting seventy guns, which was soon afterwards captured by captain Buckle, in the *Russel*: but after having unsuccessfully engaged her for some time, was obliged to abandon the contest in consequence of her very superior force. So jealous was captain Callis of his own honour, that he demanded and obtained a court-martial to enquire into the cause of his failure; it is almost needless to add he was most honourably acquitted. Peace quickly succeeding to the above event, we hear nothing farther of him till the month of July, or August, 1756, when he was appointed to the *Culloden*, of seventy-four guns, as successor to captain Ward, who was ordered home to England as one of the evidences on Mr. Byng's trial. He, captain Callis, having, as we believe, been sent out for the express purpose of taking that command, he retained the same station till the year 1759, when he distinguished himself highly, under the orders of admiral Boscawen, in an attempt, though an unsuccessful one, to cut out, or destroy two French ships which were at anchor within the entrance of Toulon harbour; the particulars of which very spirited enterprize have been already given†. He was at this very time actually a flag officer; and as soon as intelligence of his promotion arrived in the Mediterranean, which was not till after the defeat of monsieur De la Clue‡, to which by his gallantry he very eminently contributed, he returned to Europe, but did not long enjoy his retirement from the fatigues of public service, dying at Bath on the 22d of October 1761. He was buried in the abbey church, where a small but neat monument is erected to his memory.

---

\* This ship was rendered exceedingly remarkable by having been engaged, in the first instance, by the *Lark* and *Warwick*, of which hereafter; secondly, by captain Callis, as just stated; thirdly, by a squadron of stout privateers, the *King George*, the *Prince Frederic*, the *Duke*, and *Princess Amelia*, commanded by commodore Walker; immediately after by the *Dartmouth*, which was blown up in the action; and, lastly, by the *Russel*, which captured her.

† See vol. iv. p. 331.

‡ Owing, as was supposed, to some official manœuvre, Mr. Callis's commission was omitted to be sent out to him; in consequence of which he continued to serve as a captain for some considerable time after his actual promotion to a flag. A proper apology was afterwards made to him for this apparent neglect.

CARTERET,



**CARTERET, Philip**,—was, on the 10th of May 1742, appointed captain of the Greyhound frigate, which is the earliest information we have been able to procure concerning him. He afterwards served in the East Indies as captain of the Harwich, a fourth rate of fifty guns, one of the squadron commanded in succession, by Mr. Barnet, Mr. Peyton and Mr. Griffin. He did not long survive his return from that station to England, where he is said to have died on the 28th of September 1748.

**CORNISH, Sir Samuel**.—This gentleman owed his promotion in the line of his profession, as well as that honourable title bestowed on him, towards the close of his life, merely to his own intrinsic merit. We have been informed, and we strictly believe with truth, that he served a regular apprenticeship to the master of a collier; and afterwards entered himself as a private seaman on board \* one of his majesty's ships. In this inferior capacity he did not long remain, his diligence and activity having so far recommended him to his commander, that, singular as such an advancement may be deemed by some, he soon was appointed boatswain † of the ship. He soon rose from that station into the line of a commissioned officer; but we have not any particulars, or memoranda of his services previous to his appointment, about the end of the year 1741, to the command of a bomb-ketch; not long after which, that is to say, on the 12th of March 1742, he was taken, by Mr. Mathews, to be captain of the Namure, a second rate, the ship on board which he hoisted his flag; but he did not long continue in that station, to which he was in all probability preferred merely to give him the rank of post captain. His next appointment was to the Guernsey, of fifty guns, one of the reserve squadron on the same station. In this ship he was present at the encounter

---

\* Other accounts, and probably with more truth, assert that he was originally in the India service, from which he was brought forward into the royal navy, at the instance of captain Samuel Mead, who was his very warm patron.

† This circumstance is confidently said to have been related by the admiral himself, to a young gentleman introduced to him on his first entrance into the navy, and was meant as an incentive to future exertions, from which at least an equal degree of promotion might be expected as a natural consequence.

with the French and Spanish fleets off Toulon; but not having from the nature of his command found any opportunity of signalizing himself in that action\*, if he was so unfortunate on one hand as to be incapable of manifesting his natural gallantry and turn for enterprize, he was, on the other, totally preserved from that vortex of censure which attempted indiscriminately to destroy the characters and fame, both of the innocent and the guilty.

We must not omit that, on the 19th of January preceding the above inglorious event, captain Cornish had, in company with captain Ambrose in the *Rupert* †, captured the *Maria Fortune*, a Spanish register ship, of three hundred and fifty tons, mounting sixteen guns, and having on board the governor of Paraguay and his suite. This vessel was bound from Cadiz to Buenos Ayres, and was valued at upwards of one hundred thousand pounds. We do not find any particular account or memorandum relative to this very brave and worthy man, either as to his private life or his public services, till the year 1755, when he commanded the *Stirling Castle*, a ship employed in the Channel, and on trivial services where no memorable occurrence took place.

In 1758 he was appointed to the *Union*, a 2nd rate, one of the Channel fleet, during that season, under the orders of Lord Anson, which covered the desultory attacks made by the flying squadron, under commodore Howe, on the smaller French ports. There is a private anecdote relative to the conduct of Mr. Cornish soon after he became invested with this command, which we think too descriptive of his character and natural spirit to pass unnoticed. Lord Anson had appointed him to the ship merely as a temporary commander, and what is technically termed in the service, by order, intending it for the flag ship of sir Charles Saunders, and that Mr. Cornish should be then removed into one of lower rate. Mr. Cornish, when informed of this circumstance, and fully sensible of the

---

\* He was dispatched immediately after its conclusion to Nice; and having given a verbal account of it to Mr. Villettes, the British resident there, became the means through which the intelligence of the foregoing event was conveyed to England a considerable time sooner than it otherwise would have been.

† As we have already related in his life. See vol. iv. p. 255.

indignity as well as insult offered him, sir Charles being a very few months his senior, wrote to the commander-in-chief in the liveliest terms, and requested that, as he heard the *Union* was intended for a flag, he might have the honour of being permitted to continue in that ship as captain to the admiral, a more elegant or juster reproof could not, perhaps, have been framed by the ablest politician or the shrewdest courtier. Lord Anson affected not to consider it in that light, or probably had not penetration enough to perceive the force of Mr. Cornish's well turned reprimand. Charmed with his apparent condescension he continued him in the same ship, and promoted him to the rank of commodore.

On May 19, 1759, he was appointed a commodore to go to the East Indies \* with a small squadron, consisting of the *Lenox*, of 74 guns, his own ship; the *Duc d'Aquitaine*, of sixty-four; the *York*, of sixty; and the *Falmouth*, of fifty guns; intended as a reinforcement to Mr. Pocock, with whom he formed a junction on the 18th of October, off Madras. In the month of February 1760, he was detached with part of the squadron, by Mr. Stevens, who had succeeded admiral Pocock as commander-in-chief, to Fort St. George, where he arrived on the 28th of February. In the month of March he assisted in the attack of the very important port of Karical, which surrendered, on the 5th of April, to himself and major Monson. By this, in addition to those successes which had preceded it, the French, who a short time before had been so powerful and even threatened the destruction or capture of all the British possessions in that part of the world, were themselves nearly extirpated from the same quarter, being now confined to the single port of Pondicherry, which itself was not long afterwards reduced by rear-admiral Stevens, Mr. Cornish, and colonel Coote.

Mr. Stevens and himself having, according to the usual practice, gone into port with such ships as needed repair, to refit, about the end of October, were in the month of December following on their return to their station off Pondicherry, when, on the 16th, he parted company with the commander-in-chief in a gale of wind, which he was

---

\* He was to have hoisted a broad pendant on board the *Lenox*, a third rate of seventy-four guns; however it was afterwards determined he should be appointed a flag-officer, as he was before he sailed from England.

fortunate enough to weather, as well as that more tremendous one, almost immediately subsequent to it, which did so much injury to such part of the British Squadron as was employed at that time in the blockade of this last remnant of the French East Indian power. Mr. Cornish got in, with little or no injury, on the 5th of January, with the *Lenox*, *York* and *Weymouth*, and the place surrendered in ten days afterwards. Warlike operations now from necessity ceased, there being no enemy to contend with till the dæmon of discord raised up a very impotent one in the court of Spain; previous, however, to this, Mr. Cornish was advanced to be rear-admiral of the white in 1760, and in the ensuing year, to be rear of the red. On the 17th of May 1761, he succeeded, on the death of Mr. Stevens, to the supreme command in that part of the world; and the rupture with Spain having once more furnished Mr. Cornish with an opportunity of displaying his talents and gallantry, we shall now proceed to a short detail of those operations which reflected on him so much honour, and brought the most valuable of the Spanish possessions under the same dominion with those of her ally.

The principal settlement in that quarter of the world, belonging to Spain, is, as it is well known, called *Manilla*, situate in *Luconia*, one of the Philippine islands, where, to render the chain of commerce complete, a large galleon annually arrives from *Acapulco*, laden with specie and the most valuable commodities produced in Spanish South America, which are exchanged for the produce of China and the East Indies. The interruption of so grand a source of national wealth was in itself an object of no small magnitude; and the reduction of the place, together with that of a strong fortress, the capital of an extensive dominion, contributed to enhance, in the highest degree, the consequence of the expedition.

The force destined to attempt this great enterprize consisted of seven ships of the line, including fourth rates; three frigates, two storeships, and the *Osterly East India ship*, on board which were embarked colonel Draper's regiment, the seventy-ninth, a company of artillery, six hundred sepoys, thirty artillery-men furnished by the government of *Madrafs*, a company of *cassrés*, one of  
topazes,

topazes, and one of pioneers; two small corps of French refugees and deserters, and some hundred lascars for the use of the train. This motly army was reinforced by Mr. Cornish, on its arrival at Luconia, with a battalion of volunteer seamen, consisting of five hundred and fifty, with their proper officers, and the marines of the squadron, amounting to nearly three hundred rank and file.

The admiral had, the instant the expedition was resolved on, with the most prudent and laudable precaution, dispatched the Seahorse frigate to cruise at the entrance of the Chinese Seas, for the purpose of intercepting all vessels bound for the Manillas, and preventing the enemy from receiving any intelligence of the storm of war which was ready to burst over them. The greatest expedition was necessary as well on account of its being conducive to the surprize of the enemy, as that it would be impossible for the fleet to prosecute their voyage, if the north-west monsoon set in with any violence before it was ready for sea. Energy and dispatch was consequently most conspicuously apparent in every department; in the short space of three weeks, the troops were collected, formed and embarked, together with all their stores and camp equipage, added to a proportionate quantity of artillery: a business which could not be effected without the most difficult exertions, in consequence of a perpetual and raging surf which considerably impeded and embarrassed every measure. The subsequent operations of this glorious and successful expedition will be best explained by the plain narrative and account given by Mr. Cornish himself, in his letter to Mr. Cleveland, dated in the bay of Manilla, 1762.

“ It is with the greatest pleasure I have the honour to acquaint their lordships with the success of his majesty's arms in the reduction of the city of Manilla, which was taken by storm on the morning of the 26th instant. In my letters of the 23d and 31st of July, I acquainted their lordships with my proceedings to that time; after which I used every possible means at Madras for dispatch, the decline of the south-west monsoon making it of the utmost importance: to promote this end, I put on board the Elizabeth,

zabeth, Grafton, Lenox, Weymouth and Argo, such of the troops and military stores as they were allotted to carry, and on the 29th sent them away, under the command of commodore Tiddeman, to proceed to Mallacca, with a view that they might compleat their water there by the time I should arrive with the remainder of the squadron.

" Having accomplished the embarkation of every thing designed for the expedition, I sailed, on the 1st of August, with the ships under-mentioned, viz. Norfolk, Panther, America, Seaford, South Sea Castle storeship, Admiral Stevens storeship, Osterly company's ship, leaving the Falmouth, at the request of the president and council, to convoy the Essex India ship, who was not ready to sail, having the treasure to take on board for the China cargoes, and to bring to Manilla such of the company's servants as were to be put in possession of that government, if the expedition succeeded.

" On the 19th I arrived at Mallacca and was disappointed in not finding Mr. Tiddeman there, who did not join till the 21st, having met with long calms. The difficulty of watering the squadron at that place made it the 27th before I could leave the road.

" On the 2d of September I arrived off Pulo Timean, and was joined by captain Grant, in the Seahorse, whom I had detached, upon my first arrival at Madras, to cruise between this island and the Streights of Sincapore, to stop any vessels he might suspect going to Manilla.

" On the 19th I made the coast of Luconia, but was drove off again by a strong north-west wind, which separated some of the squadron. The 22d the gale broke up; and the wind shifting to the south-west, on the 23d we recovered the land again. The next day we entered the bay of Manilla; and, in the close of the evening, anchored off the fort of Cavita with the whole squadron, except the South Sea Castle and Admiral Stevens, the Falmouth and Essex having joined me off the coast. In the night I sent the masters to sound near the fortifications of Cavite, and, by their report, found it might be attacked by ships.

" On the 25th, in the morning, the wind not being favourable to attack the Cavite, I took two of the frigates, and, with general Draper and some other officers, reconnoitred

noitred the shore about Manilla, and observed some churches and other buildings to stand near the works on the south side of the town, particularly towards the south-west bastion. We had some design of attacking the Cavite first, in order to have the conveniency of that port for the shipping; but considered, though the attack should be attended with all the success we could hope, yet it would cause a delay, at least, of two days before we could land at Manilla. This time would have afforded opportunity to the enemy to demolish the buildings near their works, as well as to prepare many obstacles to our landing, and perhaps recover from consternation our unexpected arrival had thrown them in; moreover, Manilla being the capital, if that fell, Cavite would in consequence capitulate also.

“ From those considerations I joined in opinion with the general, to take advantage of circumstances so favourable for a descent, and land the troops with all dispatch, endeavouring at the same time to get possession of some posts near their works, which, if effected, would greatly facilitate the reduction of the city.

“ In consequence of these resolutions I immediately made the signal, on board the Seahorse, for the Squadron to join me, and for the troops to prepare to land. About seven in the evening, the twenty-ninth regiment with the marines, in boats, under the direction of the captains Parker, Kempenfelt and Brereton, pushed for the shore, under the fire of the three frigates, they effected their landing at a church, called the Moratta, about a mile and a half from the walls.

“ On the next morning the general took an advanced post about two hundred yards from the glacis, and there, under cover of a blind, erected his battery against the face of the south-west bastion. The number of troops being small, I landed about seven hundred seamen.

“ On the 25th I dispatched three armed boats after a galley coming up the bay to Manilla. They came up with her, resolutely boarded her, and took her notwithstanding she kept up a smart fire with pattararoes and muskets. She mounted two carriage and seventeen brass swivel guns, having a crew of eighty men. By letters found in her we discovered she was dispatched by the galleon St. Phillipina, from Acapulco, and whom she had left, the 1st of September,

ber, at Cajoyagan, between the Embocadaro and Cape Spiritu Santo. Upon this discovery I came to a resolution of sending the Panther and Argo in quest of her; but it was the 4th of October before the weather permitted their sailing.

“ On the 28th of September the general acquainted me he was beginning to work on the battery, and that if some ships could get near enough to throw shot into the works of the town opposed to it, by taking off some of the enemy's fire and attention, it might thereby facilitate it's destruction. In consequence of this, I ordered commodore Tiddeman, with the Elizabeth and Falmouth towards the town, as near as the depth of water would permit, with instructions to place the ships in such a position as would best answer the purpose intended; this was accordingly done the next day, and their fire had a good effect.

“ On the 30th the South Sea Castle arrived with stores, which were much wanted, particularly the intrenching tools, for which the army had been so greatly distressed that I was obliged to employ all the forges in making spades, pickaxes, &c. for them. The first of October it began to blow fresh, and in the night increased to a hard gale, which drove the South Sea Castle ashore near the Pulverista, a little to the southward of the camp. This accident, however, had some considerable advantages attending it, as the situation she lay in rendered her cannon a protection for the rear of the camp: it was likewise the means of all her military stores being got on shore with safety and dispatch, as well as the army supplied with the provisions she had on board; both which were articles they stood in immediate need of, and could not have been put on shore by boats, as it continued blowing weather for several days after, with a surf breaking very high on the beach. This gale being from the W. S. W. directly on the shore, gave me much concern for the safety of the squadron, particularly the Elizabeth and Falmouth, which were only in four fathom water; and, as I have since been informed, with the surge of the sea struck; but the bottom being mud, and soft to a considerable depth, they received no damage. On the 4th, in the morning, the general opened the battery, which was so well managed, and seconded by the ships before the town,



that in four hours the defences were demolished, and the next day, in the evening, the breach was made practicable.

“ On the 6th, at daylight in the morning, the general’s regiment with the sea battalion mounted the breach, made the attack, and soon got possession of all the bastions, which completed the conquest. I immediately went on shore, and, with the general, met the Spanish governor, and some of his principal officers, a capitulation was immediately agreed on, that the town and port of Cavite, with the islands and forts dependant on Manilla, should be given up to his Britannic majesty, on condition that the enemy should pay four millions of dollars for the preservation of the town and their effects.

“ On the 10th I sent captain Kempenfelt, in the Norfolk, with the Seaford and Seahorse, to take possession of Cavite, agreeable to the capitulation. By this acquisition we became in possession of a very large quantity of naval stores; and besides the advantage of almost every convenience for refitting a squadron, the people are supplied with fresh meat and vegetables in great plenty.

“ The siege, though short, was attended with many difficulties and great fatigue, in which both officers and men exerted themselves with the utmost cheerfulness. We had constantly fresh gales, a lee-shore, and consequently a high surf to contend with, which made it always difficult, frequently hazardous, and sometimes impossible to land with boats: the rains fell very heavy, our little army was surrounded and harassed by numerous bodies of Indians, who, though undisciplined and armed only with lances, or bows and arrows, yet by a daring resolution and contempt of death, they became not only troublesome but formidable. I have the satisfaction of acquainting their lordship’s, that throughout the whole expedition the most perfect harmony and unanimity has subsisted between his majesty’s land and sea forces.

“ You will receive with this an account of the number of officers and men, both seamen and marines, that were landed from the squadron, as likewise of the killed and wounded in each corps. It is with concern I acquaint their lordship’s with the loss of commodore Tiddeman, who, in attempting to enter the river in his barge the

morning after the reduction of Manilla, was drowned with five of his people.

"Captain Kempenfelt, by whom I send this, has been of the greatest assistance to me during the course of this enterprise, his great merit makes it my duty to recommend him as a very able and good officer."

On the 21st of October 1762, as though in sympathetic gratitude and honourable reward for the gallant service he had rendered, he was promoted at home, to be vice-admiral of the blue. A ludicrous anecdote is related of him, which we think merits insertion as strongly marking the character of an honest blunt seaman, and as having reference to the foregoing expedition. The form of the capitulation and agreement for the ransom, which it is well known was never paid, was settled between the Spanish archbishop and general Draper: the latter valued himself extremely on being, as he certainly was, a very elegant scholar; so that the whole of the conversation and subsequent arrangement passed in Latin. When the demur, and the consequent refusal of the Spanish court to pay the stipulated sum took place, on an alledged and paltry ground of misunderstanding between the negotiating parties: Mr. Cornish exclaimed humourously and with an affectation of much passion, "that he never would again accept of a command where his colleague spoke Latin."

Peace not only having been concluded soon after his last-mentioned very brilliant success, but there being literally no enemy any longer to contend with, the vice-admiral returned to Europe with the greater part of his force, and does not appear to have held any command during the rest of his life. Indeed such an appointment was little to be expected, none offering during a time of profound peace, unless he had accepted of that of a port admiral, or a three years station in North America, or the West Indies. On the 9th of January 1766, he was, in consideration of his many honourable services, advanced to the rank of a baronet of Great Britain, and was in a few days afterwards elected a representative in parliament for the borough of *St. Mawes*. He retained till the time of his death, the rank of vice-admiral, and was advanced to be vice-admiral of the blue, but did not long survive

vive this promotion, dying two days afterwards universally esteemed, as a brave commander, a valuable friend, and a truly honest man.

CROOKSHANKS, John. — Our acquaintance with this gentleman commences with his appointment, on the 3d of July 1742, to be captain of the *Loestoffe*, a twenty-gun ship, ordered not long afterwards to the Mediterranean, where he continued during the years 1743 and 4. The only material articles of intelligence we find concerning him during that period are, that, in the month of June 1744, he captured, and carried into Gibraltar, a very valuable French merchant-ship, bound from Cadiz to Martinico, worth, as it is said, upwards of twenty thousand pounds. On the 18th December following, he had the additional good fortune to make prize of a French ship, mounting sixteen carriage and twenty swivel guns, called the *Firme*. In a manuscript list we have seen of the ships under the command of Mr. Mathews, in the encounter with the combined force of France and Spain, off Toulon, the name of captain Crookshanks is inserted as commander of the *Diamond*, of forty guns: but this appointment, if true, could only have been temporary, and short. He returned to England in the *Deptford* storeship not long after his latter success, and was quickly promoted to the *Lark*, a fifth rate of forty guns. Nothing very observable appears to have marked his life or service till the month of June 1747, when he was ordered to take the *Warwick*, of sixty guns, commanded by captain Erskine, with him to Newfoundland, as convoy to the merchant-ships bound thither. This service being performed, captain Crookshanks was instructed to proceed to Louisburgh, where he was to join the squadron already there under Mr. Knowles. Mr. Crookshanks sailed on this service, from Spithead, about the 15th of June; and, after a short stay at Plymouth, finally quitted port on the 20th with twenty-four merchant-ships under his convoy, together with a transport, and the *Beaufort* packet, a small armed vessel in the service of the ordnance.

No material occurrence took place till the 14th of July, when being in latitude 40. 38. longitude 21. 22. from the Lizard, captain Crookshanks and his fleet about seven in the morning, it being then almost a dead calm, discovered

a sail to the westward, which, after a little observation, was found to be a large ship of force, and judged a cruiser. The chase was continued during the whole day with indifferent success; but though the Lark, and her consort the Warwick, gained considerably on the chase, they were not able to close, and bring her to action, though nothing impeded the pursuit. By four o'clock on the morning of the 15th, Mr. Crookshanks was near enough to ascertain that his antagonist was a very large Spanish ship of war of two decks, mounting seventy guns. This discovery does not appear to have intimidated or diverted the pursuers from their object, notwithstanding it led them, as captain Crookshanks himself expresses it in his narrative of the transaction, "Directly out of the course of the voyage."

The chase was continued with slow but gradual advantage during the whole day, and about eleven at night the Lark, being abreast of the enemy's ship, which was afterwards found to be the *Glorioso*, and about 350 yards from her, began to fire; almost at the same instant the Warwick, which till then had kept in the wake of the Lark, tacked, and stood to the northward. The probable reasons which induced captain Erskine to take that measure will hereafter be stated in the life of that gentleman. Suffice it to say in this place, that a difference of opinion, for such at least there certainly was between the two captains, caused the total failure of this attempt. The Lark and the Warwick becoming, in consequence of the manœuvre just mentioned, widely separated, the Spaniard seized the opportunity of attacking the latter, and totally disabled her before the Lark could get up to her support.

This appears to be the fair state of the simple matter of fact. This affair afterwards became a subject of no small controversy; and captain Crookshanks, on his arrival at Louisbourg being put under an arrest, in consequence of a charge preferred against him by captain Erskine, to commodore Knowles, was sentenced, by a court-martial, to be dismissed the service. The best, and at the same time the most concise account we can give of the foregoing singular transaction, is by inserting the following letter, written by captain Crookshanks to the  
honourable

honourable Mr. Legge, and dated at sea on the 20th of July, a few days after the action.

“ Sir, I have just time to give you an account, by a ship we met at sea, of an engagement with a Spanish man of war, which, far as we could judge, was of seventy-four guns. As we had the misfortune to lose her, you may, perhaps, have the Spanish account before ours, and it may, in some measure, satisfy your curiosity to have one from us as soon as possible.

“ About eleven at night I ran along side of her, as near as the wind would permit, and, in passing, fired, hoping thereby, though not in close engaging distance, to embarrass her, and give the Warwick the surer chance of securing a station on her lee quarter, designing to stretch ahead, tack, and on gaining the wind, secure our station on her opposite bow: but the Warwick tacked on her quarter, being then a small distance astern of us, which measure I think was the only means of destroying my plan. The Spaniard wore, hauled the wind for a very short time, edged away toward the Warwick and engaged, by which she enlarged her distance from us. We stood after them immediately; but having little wind, and they going nearly before it, we were not able to get up, to sustain the Warwick, till we saw them draw off from each other, and the Warwick's main-top-mast gone. We then stood towards the enemy proposing to have engaged her at daylight; but, on the Warwick's lying with her head from us, and firing a gun, which I was to conclude a signal of distress, I thought it indispensably my duty to quit that design, making the best of my way to her assistance, and to collect the convoy.

“ I am, &c.

“ Signed, J. CROOKSHANKS\*.”

To this letter we shall beg to subjoin the defence made by the above gentleman to the charge which was preferred against him.

---

\* Captain Crookshanks, who has published this letter in a defence written by himself, adds in a note, “ By this method it would have been next to impossible for the enemy to have escaped, or have dragged the British ships farther out of their way, but he must probably have fought them in the morning in the manner that captain Crookshanks should then have found it expedient to attack him.”

“ To the introductory part of captain Erskine’s charge against me, I take the liberty to say, in answer, that it would have been as just, and equally as good sense, to have written the Warwick in company with the Lark, as her captain was the commanding officer. I make this small remark, insignificant as it may appear, upon observing that some of the very few people, whom I have had occasion to speak to on this subject, have thought otherwise, in places where my accuser, or some person for him, has wickedly appeared to have had hopes of crushing me, in the opinion of the world, by invectives, insinuations, and relating stories much to my disadvantage, as well as foreign to the case in question, all which can be made very apparent: but I find myself relieved, and happy, in being now brought before a court, to whose candour and equity I cheerfully submit the determination of my cause, being persuaded that each member is guarded against prepossessions, and will take the facts only as they shall hereafter be made to appear.

“ We discovered and began the chase of the enemy sometime after seven o’clock on the morning of the 14th of July, bearing between the north and the west from us, appearing, at different times, a large sail, with her top-sails only out of water, from the Lark’s fore-castle, where I went to look at her with my glass, and could discover her head laid different ways, but whether by tacking or wearing I could not judge. About ten I made a signal for the Montague Bilander, in the ordnance service, to chase to the north-west, which Mr. Conolly, her master, very alertly observed between twelve and one. In the afternoon of the 15th I made the Warwick’s signal to chase and open to the north east, which I well remember was not obeyed. We continued following the chase, the Montague and Warwick with us, till near nine at night, having before the close of day, supposed the Montague nearly up with the chase, as it afterwards appeared she was, and rather on our weather bow. About ten they passed us to the eastward, and, being convinced of it, by the Montague’s signals of false fires, and muskets, observing also the difference of the sound of the guns she and the enemy fired at each other, I made the general signal to tack, hoping that the Warwick would have been instantly prepared to obey it, for she was so near on our weather  
weather

weather quarter as to lay in our track. This obliged me, in tacking first, to pay round off, and pass to leeward of her, thereby losing the better chance of gaining the enemy's wake, while the Warwick might have endeavoured to gain the reach of him, provided the enemy had attempted to sail large, capt. Erskine knowing that to be the favourite way of his ship's going best.

" We chased close, hawled up till daylight, and then again saw the enemy, a very tall ship, and the Montague on her larboard or weather quarter. About seven I could distinctly count fifteen lower-deck ports regularly hawled up, and was so near as plainly to discover, in my glass, men on her poop and gang boards, so that I was then at no loss to form a judgment of the size of the ship and the force she was capable of carrying. The question that arose for my better government was, whether or not she was well appointed? In the common prudence of an officer I certainly ought to think she was, and hope for the best.

" Thus I did then, and always, determine, vigorously and resolutely, with the proper assistance of the Warwick, to engage the enemy. I do solemnly, before God and this court, aver, still reserving to myself an undoubted right of judging, when to begin, and in what manner, that from daylight in the morning till eleven at night (I speak now of the 16th of July) the greatest care and pains were taken, to trim the hull and sails of the Lark to the best advantage, to steer and bring the ship up with the enemy, as, I flatter myself, will appear, from the evidence of every officer and man in the Lark, who was capable of making observations. In this manner I led up to the Glorioso, the Warwick following in our wake on one quarter or other, as small shifts of wind and common unavoidable accidents might occasion. Some little time before we reached up with the enemy, when there was a strong appearance of our doing it, I sent for the first lieutenant and gave him orders to stand by the foremost gun, to keep it pointing, and to call to me when he found it almost growing useless, giving him also some few, as I thought necessary, cautions, in regard to managing the men and battery under his more immediate care and direction. I also sent for the second lieutenant from his quarters,

quarters between decks, intimated the orders I had given to the first, and directed him to be in immediate readiness, that if he heard a gun fired upon the upper deck, it should be a signal to haul all the ports up, run the guns out, and make the best use of them he could, recommending particularly that he should endeavour to keep the men cool, to fire slow, having his guns so pointed as to be in a manner sure of doing execution. I was then rather determined not to engage till I got close on the enemy's weather bow, respecting the position of sailing he was then in; but I fired, upon observing the Warwick, which I thought was unluckily and accidentally caught in flays. The lines of sight are frequently known to deceive the skilful; but, to the best of my judgment, the Warwick was, at the time of putting helm alee, astern in a parallel to the windward of the Lark, very nearly the same distance from the Lark as the Lark was from the enemy a-breast.

“ The Lark then only got abreast of the enemy, which the Warwick might have done, and considerable nearer, but she tacked, and fired in tacking; though, I conceive, she could not fire with any sort of good view till after the wind was a-head, or rather that she paid two or more points off, unless for reasons I cannot enter into, and should imagine captain Erskine, as late commander of the Warwick, will not chuse to avow.

“ A mile, standard measure, is 1760 yards: 350 to 400 yards, is the most extreme distance that any body on board the Lark (I have heard of) has judged her to have been from the enemy, when firing at each other, abreast, beam and beam.

“ Distances at sea, especially at night, are somewhat difficult to determine in a very nice degree; so is point-blank shot, which is commonly called a quarter of a mile, or 440 yards: therefore I can only ask leave to offer arguments from certain facts, admitting probabilities amounting very near to positive truth. The Lark passed the enemy, as tall a ship as the *Princessa*, to leeward of her with all the sail that could be set by the wind, which was then moderate, and, what is often termed by seamen, just a pleasant working gale, and the water smooth: by this I mean to shew the Lark heeled two or three streaks. The enemy had only her top-sails and top-gallant-sails;  
I am



I am not positive whether the latter were hoisted, or on the caps; but, with her superiority of length and breadth, I presume she was nearly upright; and it has been judged that most, if not all of the guns she fired at us were from her upper decks. Now it is certain we received a shot through the lower part of the fore-stay-sail; one through the main-sail a little above the collar of the mizen-stay; a shot went through the mizen-stay-sail, a large deep sail, a little above the foot rope; another through the second cloth from the mast, of the mizen, about eight feet above the quarter deck; many others too passed and dropt in a particular and observed manner. I conceive, from all these circumstances, the Lark was within point-blank-shot (tho' not in a very close engaging distance) and she was conded and steered, sometimes by myself, as near as the wind would let us pass.

“ The Warwick tacked when it is wished she had not; but how they reconcile coming to a close engagement, in ten minutes, after being a mile to leeward (the words of the charge) is what I cannot pretend to account for: yet I think I am not mistaken when I say it must have been full fifty minutes, or more.

“ I used my best endeavours to return and support the Warwick; I did return so near, as to have properly renewed my part of the engagement in ten, at the most fifteen minutes, if the Warwick had not hawled off to the southward. The enemy, on the Warwick's going off, fired ten or twelve guns very smartly at her, and hawled to the northward. Upon observing the Warwick's main-top-mast gone, and not able to guess what farther damage she might have sustained, I concluded it was best to hawl to the northward to be near the enemy at day-break, for the better opportunity of discerning her condition, as well as that of the Warwick: the latter, still lying in the same position, fired a gun, which I could not but consider as a signal of distress; and very soon after I was confirmed in this opinion, by Mr. Conolly, in the Montague bilander, who told me he had been hailed by the Warwick, and desired to acquaint me with the condition of that ship, which was quite disabled.

“ We wore and joined the Warwick. And now, sir, standing heavily accused of running away from the enemy,  
which

which I take to imply, and mean cowardice, the most shocking and ignominious character that can possibly be given to a military man, I cannot, in duty and justice to myself, omit declaring an opinion, and with confidence too, that if captain Erskine had managed, or even mismanaged in any other manner than precisely what he did, the enemy could not have taken, I say snatched, such advantages as he did of the Warwick, in addition to his superior force; I venture then to think my conduct in such case would scarcely now have been called in question; I am, in the highest degree, positive my personal resolution could not have suffered suspicion.

“ Considering that part of what I have now said may, in some degree, prepare the court to hear and canvas the evidence, as well in support of the charge as in my defence: and in consideration that my greatest and only comfort, while I exist, depends on my clearing so base and villainous an aspersions as has been spread about, I have depended, and am to hope for excuse in having trespassed on your time.”

Notwithstanding the court thought proper to pass a sentence of dismissal on this gentleman during his majesty's pleasure, it was declared to him by the president, that it did, by an unanimous resolve, acquit him even of the suspicion of cowardice, disaffection, or want of zeal. Mr. Crookshanks bore his situation with extreme impatience: he reprobated the conduct of admiral Knowles and the judge advocate, whom he loudly charged with oppression and injustice. He asked the admirals permission to serve as a volunteer in a private capacity; but this request, though not peremptorily denied, was not complied with. He repeatedly applied to Mr. Knowles for a court-martial on captain Erskine; but this was also refused, under pretence that such application was prompted only by a vindictive spirit of recrimination: so that at length wearied out with fruitless solicitations, for what he deemed a mere act of justice to himself and his character, and provoked as he himself reports by repeated and studied affronts, he took his passage from Jamaica on board the Plymouth, with captain Digby Dent, who had been president of the court-martial which tried him, and  
who

who appears to have entertained an high esteem for him. He arrived at Portsmouth after a passage of nearly seven weeks, and immediately began a fresh application to the board of admiralty for a court-martial on captain Erskine. Still was his request negatived, but not for the same reasons which had been given by Mr. Knowles. Mr. Corbet, the secretary to the admiralty, wrote him in very plain terms, that "he ought to have applied abroad, in proper time, to the commander-in-chief, but not then after his condemnation, which proceeded only from a recriminating temper." Mr. Knowles had before told him in the West Indies, he did not think it legal for him to order a court-martial without particular orders from the lords of the admiralty: so that, to speak candidly, we cannot help thinking Mr. Crookshanks was unwarrantably, and shamefully bandied about from one jurisdiction to another, without any intention to afford him a satisfaction he appears to have had a very legal right to demand. To sum up the business, captain Erskine was not tried, nor captain Crookshanks employed.

Matters continued pretty quiet till about 1758, when Mr. Crookshanks having published an account of his conduct and treatment, a short and insignificant paper war took place between him and admiral Knowles, in which captain Erskine was also involved. Soon after this time, having repeatedly petitioned his majesty that he might be restored to his rank as a captain in the navy, the king was pleased to refer his case to the consideration of the admiralty-board; and their report we may naturally conclude to have been favourable, as he was immediately reinstated in his former station on the list of captains, with the usual allowance of half-pay, which he continued to enjoy during life. This in some degree appears wonderful, as Mr. Crookshanks informs us that lord Anson, at that time first lord of the admiralty, had the indecent effrontery to tell him, when applied to for the purpose of reinstatement some years before, "that he laboured under a suspension which he believed would continue for ever; that it was very happy for him he had been tried abroad, as he (*his lordship*) was convinced, had the court-martial been held in England he would have met with another sort of fate." This appears the more extraordinary, as it is certain, without  
any

any wish of deteriorating his lordship's character, that as brave and as able men as himself have been of a very different opinion.

We cannot reconcile to ourselves this seeming contradiction and alteration of opinion, or account, for the softened asperity of his lordship's sentiments, except supposing it occasioned by a publication from Mr. Crookshanks, of what had passed between himself and his lordship on that occasion, and a discovery on the part of the latter, that neither his rank nor supposed popularity prevented the world from considering that assertion as an ungenerous and unfounded insult. Mr. Crookshanks continued to live ever afterwards in retirement, having unsuccessfully made repeated applications for employment, as will appear from the following petition to his majesty and the letter annexed to the earl of Sandwich, first lord of the admiralty at the time it was written.

“ To the KING.

“ Captain John Crookshanks, late commander of your majesty's ship the Lark, humbly begs leave to represent—

“ That on his petition to your royal grandfather, his late majesty was graciously pleased to order that the said petition should be read and considered by his board of admiralty: that, in consequence of a report from the lords commissioners of the said board made to his majesty in council, he was farther graciously pleased to order, that your petitioner should be restored to his rank, which is now done, and his name stands on the naval books, in the list of captains, according to his rank of seniority.

“ But as the service of his king and country was then, is still, and ever will be uppermost in his thoughts, and the first object both of his former and present application, your petitioner most humbly takes leave to beg that he may be again actually employed in your majesty's service according to his rank in the navy; and this he presumes to entreat with the greatest earnestness, as this is a time of war when no man, able to serve his sovereign and the public, would wish to be unemployed.”

My

“ My Lord,

“ My present and future tranquility are so deeply concerned that I must venture to unburthen my mind ; I find it irresistible ; yet hope to avoid the suspicion of not possessing every respect due to your lordship.

“ You observed, when I had the honour of seeing you, that mine was a very old and an almost obsolete story, and you chose to avoid entering upon the matter. This I was not quite unprepared to expect : but when you said you was master of the affair, that you had formed your opinion, and a pretty strong one too, I was more hurt than I can describe ; and by so much the more so as I do not believe England produces a man who has held, and does hold, your skill and abilities, for governing the naval department, in higher estimation than myself. You conveyed to my idea that your opinion was unfavourable, and lest it should be so I risque to say, that your lordship is not master of the affair : you have taken false information, and therefore only could have drawn a wrong conclusion. I hazarded chastisement from the admiralty, and a pecuniary mulct in Westminster-hall, for having broke my convoy orders, and instructions : but I had formed a plan of doing a gallant action, which I knew I should have executed, far as it could have depended on the resolution of one brave man, and I have no scruple to say, an able seaman ; but my designs were frustrated by a self-sufficient junior officer, to say no worse of him, whom I ought to have treated with rigour ; I should then have prevented, and might have defied all the scandalous, wicked, and mean machinations that were afterwards wantonly played off against me, by one I had then never offended. These are points, my lord, I know the truth of, and that will prove themselves when and wheresoever they are closely and candidly examined into, by the unprejudiced men of skill and penetration.

“ I hope your lordship will generously pardon me, if I have differed in opinion in one single instance, that is so nearly connected with my own credit and happiness ; and allow me to declare, that I wish every honour and advantage to the British navy under a long continuation of your lordship's auspices : although time has not divested me of very quick feelings, yet it can never enter  
into

into my plan to offend your lordship, for I am with unfeigned respect,

“ My lord, &c.

To the earl of Sandwich, 1771.

“ J. CROOKSHANKS.”

These repeated applications did not, however, produce his re-employment; nor could it reasonably have been expected by himself that they should: he had attained a very advanced age; and, added to that, was so extremely infirm, that, however his own spirit might prompt him to solicit a command, reason and common sense must have united in dissuading him from entering on such an engagement with those disadvantages which, as we have already stated, he laboured under. That he was in many points an ill-used man we believe few officers, of candour and ability, have ever attempted to deny; that if in some degree reprehensible, and, by way of parenthesis, we must beg to remark, the only point in which blame appears to attach to him is, his having stood to the eastward five or six minutes longer than was necessary, after he passed the *Glorioso*; he certainly could not merit so severe a sentence, while his junior officer, who had manifestly contributed, by his conduct, to prevent success, and had, as was fairly proved to the understanding of all unbiassed men, been absolutely guilty of disobedience of orders, was suffered to pass through life untried, and, far as related to the service itself, uncensured.

Capt. Crookshank's appears to have been, in his younger days, a man possessed of too much warmth of temper; at the same time his greatest enemies could not but allow him to have possessed considerable ability as a seaman, while the court-martial which tried him bore the handsomest testimony of his personal spirit and gallantry. He died in retirement, at Pimlico, on the 20th of February, 1795, in the 87th year of his age.

DAWNEY, Honourable George,—was the fifth son of sir Henry, second lord Viscount Down, and his lady, Mildred, daughter of William Godfrey, of Thunich, in  
the

the county of Lincoln, esq.\* Having betaken himself to a naval life, he was, on the 8th of January, 1742, promoted to be captain of the Biddeford frigate. This vessel was principally, if not entirely employed, during the current year, as a cruiser, in which occupation we do not find any other mention made of captain Dawney's success, than his having captured, on the 26th of June, a Spanish privateer, called the St. Anthonio, belonging to Bilboa, carrying fourteen carriage ten swivel guns, and ninety-nine men. Early in the ensuing year this gentleman removed into the Lyme, a ship of the same force with that he before commanded. This is the last mention we find made of him in the naval line, for unhappily falling under a derangement of mind, from which he did not, we believe, ever recover, he of consequence retired altogether from the service many years before his death. This happened, according to Mr. Hardy's list, on the 16th of November, 1766.

De L'Angle, Merrick, — was, during the earlier part of his service both as a commander and a post captain, employed on the Mediterranean station. He is said in some accounts, which we must confess we are rather doubtful as to the authenticity of, to have commanded the Anne Galley fireship early in the year 1741; but we can speak with much greater confidence of his appointment, in the month of August 1742, to the Dursley Galley, a frigate of twenty guns †, a command which, contrary to the

---

\* " This family is of very great antiquity in this county. Sir Paine Dawney, of Dawney Castle in Normandy, from whom this family is descended, came into England with king William the Conqueror." — See Archdale's Peerage.

† We must not omit the following very honourable anecdote concerning this brave and worthy man, in the very words in which it is related.

" A year or two since, his majesty's ship the Dursley Galley, of twenty guns, captain De L'Angle commander, cruising the eastward of Alicant bay, made a small sail, to which she gave chase. Coming up with it towards evening, and firing a gun, the bark struck, and the boat going off to take possession of her, found her a small xebec, bound from Malaga to Yvica, with provisions and some passengers of both sexes, whom our sailors, without much ceremony, plundered of what money or things of value they had on board.





business, see vol. iv. p. 72, to which we refer; contenting ourselves with saying, what it would be an act of the highest injustice to captain De L'Angle's merit to omit, that he executed this very delicate commission with all the spirit and address of an able politician, and experienced negociator. It is rather to be wondered at that, after having displayed so much successful ability, he should not have been advanced to the rank of post captain till the 13th of November following, when he was removed into the *Winchelsea*, a vessel of no greater force than the *Dursley Galley*. In this ship he was employed the following year on a variety of services, during the greatest part of which nothing occurred so remarkable as to demand our notice. The most interesting of all his occupations, during the period just stated, is best described in the annexed letter, written by himself; and which, though rather too long for our purpose, we think, as containing a genuine account of Turkish manners, curious enough to warrant its insertion\*.

Soon

---

\* *Winchelsea*, Oct. 22, 1748.

" Dear brother,

" I begin this letter at sea, in the Channel of Malta, Mount *Ætna* on the island of Sicily bearing N. E. and the island of Malta S. by E. distance ten leagues, being on my return from a very unsuccessful cruise in the Archipelago, which I am sure you will say was a very unfortunate one ere you have read to the end of this epistle.

" On the 31st of July I joined the admiral in *Villa Franca* harbour, from *Genoa*; he told me he was going to send me into the Archipelago in pursuit of a Spanish privateer (or rather pirate, for he plunders all nations) which he had been informed had done great mischief to our trade in those seas; that he was very rich, inasmuch that, if I should have the good fortune to take him, I need never trouble myself about the sea again as long as I lived; that he was a ship of twenty-four guns and one hundred and sixty men, which was just my match; from whence I imagined we must fight hard for it should we meet.

" I sailed from *Villa Franca* on the 3d of August; on the 14th we arrived at *Malta*, where I was to have taken on board a pilot, but could not get one, which you will find was a great misfortune. We did not come to an anchor there, but made sail again in the evening. On the 25th we came to an anchor at *Caria*, in the isle of *Candia*, which was once in possession of the Venetians, but now belongs to the Turks: here we stopped to fill our water casks and get intelligence.—I believe I must now detain you a little to tell you in what manner we were

Soon after captain De L'Angle's return from the expedition just mentioned, he was promoted to the Bar-fleur,

---

received, as it may possibly divert you, and shew you in what esteem an Englishman is held by those people. As soon as the ship was moored I sent an officer to make my compliments to the governor, who is a bashaw of three tails (a post of great rank in their service) and an admiral of the Turkish fleet. He returned me a very obliging answer, and said I was not only welcome to every thing the place afforded, but that he should take a pleasure in assisting me with any thing I might be in want of. The next morning he sent an officer on board to enquire after my health and to invite me ashore, he attended his compliment with a present of four bullocks, seven dozen of fowls, two hundred weight of rusk, a great number of water-melons, musk-melons, and a large quantity of fruit of all sorts. I had like to have forgot several very large cheeses, which you know I am extremely fond of. In the afternoon I went on shore to wait on him, attended by the English consul and several officers belonging to the ship. He received me with great marks of ceremony and respect, expressed the great regard he had to the English nation in general, and how much pleasure it gave him in particular to have an opportunity of conversing with a gentleman bred in his own way, having himself been brought up to the sea from his cradle. I told him I was come into those seas in quest of a Spanish privateer, commanded by one Andrea Scirensi, and should be glad if he could give me any intelligence of him; that I apprehended, if I should have the good fortune to destroy him, it would be doing a public good, as I was very well assured he was little better than a pirate, for that he shewed no regard to the colours of any nation, but plundered all alike. He told me my information was true, and that the grand signior had some time ago sent a ship of fifty guns to look for him, which had sight of him, but could not come up with him: that he had very lately cleaned at Scrigatto, an uninhabited island in that neighbourhood: that he mounted twenty-four guns, and had two hundred men, having lately increased his complement by entertaining a parcel of Greeks and other fellows of desperate fortunes. I told him I had in my passage spoke with several French vessels, but their accounts were so different I could give but little credit to them; upon which he shook his head, and said the English were upright and just, that their ways were as straight as the flight of an arrow; but the French twisted and winded like a serpent.

“ He then called for a chart, shewed me where he had been seen within ten days, and where, he then said, he was now cruizing. You may be sure this hastened my departure, it being not more than forty leagues from where we were; and you will find his intelligence was good, as I after met him at the very place: but before I go from hence you or my sister may expect to hear in what manner I was entertained.

“ When I came in, the Bashaw was sitting upon a sofa, from which he arose and bid me welcome to Candia. He then seated himself

fleur, of ninety guns, as captain under rear-admiral Rowley. In this station he distinguished himself exceedingly

---

himself again; after which I was placed on a brocade stool just before him, and the gentlemen who came with me on a bench just by. We had first, sweetmeats, then coffee; after that sherbet, and then more sweetmeats. Afterwards, we were all perfumed, I being informed this would be the last piece of ceremony, got up; two men then put a caftan, or vest, upon me, which the bashaw told me he did not present me with on account of the value of it, but as the greatest honour the grand signior could do me. Every gentleman was presented with a brocade handkerchief, and so we retired; I was then conducted into a large gallery facing a square, where all the music were drawn up, to the number of twenty or more, consisting of drums, trumpets and hautboys, and two fellows with instruments, different from what I ever met with in all my travels, nor can I tell what they were like, unless it be to the top of a warming-pan, for they were much of the size and made of brass (I wish you and my sister had been there, doctor); they held one in each hand, which they struck together. They entertained me with a point of war, or, that you may better understand me, a march they play when they lead on their troops to battle. This lasted near half an hour, and I then went on board.

“ But I should have told you, that I made the bashaw a present of a perspective glass, that cost me about two guineas at Genoa, with which he was much delighted, and said I could not have given him any thing that was so acceptable.

“ We compleated our water the next day and sailed in the evening, making the best of our way for the place where the bashaw told me the privateer cruised; this was between the east end of the isle of Candia, and Searpante another island, where we remained for three days without seeing any thing of him; we then apprehended the ship had sprung a leak, for we made sometimes more than four feet water in a watch, which obliged us to think of some place to put into, that we might examine our bows, the leak being forward. Accordingly, the next morning, September 2, we bore away, the wind being then N.W. and at ten o'clock came to an anchor in the bay of Castra Paulis, on the east end of the island of Candia. Here we lay in a storm of wind from the time we came in until the 7th. The leak was occasioned by the rats, who had eaten several holes in our haufe piece. We sailed again the 7th, in the evening, to our former station, thither we cruised until the 12th, when, in the break of the morning, we discovered a large ship about four leagues to windward, which, by her appearance and the posture she lay in, gave us great room to believe it was the vessel we were looking for. He had no sails set but the top-sails upon the cap, a certain token of his being a cruiser; but the day coming on put it past all dispute; for with our glasses we could make his hull, which, together with the size of his masts and yards, answered exactly to the description we had received of him. Our next business was to consider how we could get nearer to him: he not  
L 3
being

ingly in the encounter, with the united flags of France and Spain, off Toulon. He continued to retain the same

---

being three weeks foul, and the Winchelsea above ten months; so that we had but little hopes to come up with him should we begin the chase. It being our constant custom to disguise the ship as much as possible before day-light, and being then in that posture, upon a wind, though on a different tack, we held on our course imagining he might take us for a merchant-ship and bear down upon us. In this manner we remained near half an hour; but when I found that bait would not take, and saw that he began by little and little to make sail, I flung off the cloak and put the ship about, making all the sail we could in chase: when he perceived this, he did the like and stood from us. We had as much wind as we could carry, to all our sails, and in a very little time perceived we wronged him; which, as soon as he saw, he endeavoured to get before the wind, which, by the wind's shifting, he soon had an opportunity of doing: that however availed him nothing, for we still came up with him, and by twelve o'clock were within random shot of him, when it fell calm. We then got our boats ahead and our oars out, and he did the same, but had the better of us from having two large launches which rowed with sixteen oars each, and pulled him from us; but whenever there came any wind we came up with him. In this manner we pursued him till twelve at night, when we lost sight of him under the shade of land, where he, being well acquainted, ran among some rocks, where we could not follow him for the want of a pilot.

"We stood in so far that we had almost put the ship ashore before we tacked. Many times in the day I would not have given any man forty shillings to have insured him, for a quarter of an hour would have carried us alongside; but it is now past, and there is an end of it.

"I believe he lived the next day on the joy of having escaped, for he flung all his sheep, fowls, hen-coops, bulkheads, and a great many other articles overboard during the chase, which came swimming along our side.

"I fired several shot at him just before it was dark, one of which I believe went on board him, but it was at too great a distance to do much mischief. I kept off the place until the next morning to see whether he might not have anchored, or possibly been on shore among the rocks, but he was gone. The wind being then northerly, I concluded he must have stood to the southward; I therefore made all the sail I could and ran down all along the island of Rhodes, and from thence to the coast of Carmania, but saw nothing of him. I then hauled to the northward again and went round the north side of the island of Candia; visited the islands of Sarigo and Serigatta; but getting no tidings of him at either of those places, I bore up for Zuder, a good port on the south side of Candia, to fill our water in order to our return. I stayed there three days, and in sailing from thence put the people to short allowance that I might stay some little time longer

in.

same station for a considerable time, according to some reports till 1745, or even a later period. After his return to England we do not find any particular mention made of him till the month of December 1747, when he commanded a ship of the line at Portsmouth, and was one of the members of the court-martial convened for the trial of captain Fox, of the Kent. In the month of December 1748, he was captain of the Devonshire, a guardship, mounting eighty guns: but peace having taken place, the only subsequent notice we find taken of him is, that, in the month of February 1750, he again was employed, on a court-martial held for the purpose of trying some of the captains, who had served under rear-admiral Knowles in the West Indies, as he moreover was, in the month of December following, in the same very unenviable line of occupation, for the trial of Mr. Griffin. Nothing else has come to our knowledge relative to this very able and good man, except that he died in England on the 18th of May 1753.

DURELL, Philip.—Our information relative to this gentleman commences with his appointment, on February 6, 1742, according to that of Mr. Hardy and some other accounts, to be captain of the Gibraltar Frigate: but others, whose authenticity we have a greater opinion of, say the Seahorse. No small degree of perplexity attends the attempt to investigate such particulars as properly belong to the life of this worthy officer. This difficulty, which we have already frequently complained of on former occasions, arises from the too frequent omission of the Christian name, a circumstance which renders it nearly impossible to appropriate to each commander the stations and particular services on which he was employed, when two persons of the same surname are cotemporaries. We have before stated, vol. iv. p. 262, captain John Durell\* to have commanded the Eltham. This, however, is a

---

in those seas. I afterwards cruised a few days among the islands of the Archipelago, and ran down on the coast of the Morea as far as Cape Matapan, from whence we took our departure for Mahon, where we are now going to perform quarantine."

\* We cannot help remarking as rather a singular circumstance, that the first appointment of captain Thomas Durell, see vol. iv. p. 89, was to the Seahorse, and of captain John Durell to the Gibraltar.

circumstance rendered rather doubtful by the cause just given. To say the truth it is of little consequence, as will be seen by reference to that account, nor should we, perhaps, have mentioned it, but for the purpose of parrying a probable charge of negligent inaccuracy.

In 1747, we believe we may venture to state with confidence, that this gentleman commanded the Gloucester, of fifty guns, one of the ships belonging to the squadron under the orders of rear-admiral Hawke, which, in the month of October, totally defeated that of France commanded by monsieur L'Etendiere. Till the conclusion of the war we believe him to have continued under the same commander; and not long after the peace, that is to say, early in the year 1749, was appointed to the Rochester, of fifty guns, just before launched and fitted as a stationed ship. We have no account of him after this time till the month of March 1755, when we find him to have been captain of the Terrible, a third rate of seventy-four guns, ordered to be fitted for sea at Portsmouth. In the month of May he sailed, under the command of Mr. Holburne, for America, with the squadron ordered thither as a reinforcement to admiral Boscawen; of which expedition a particular account has been already given. In 1757 he is said to have had a command in America, with the rank of commodore, and again, early in 1758, he was nominated commander-in-chief of the ships and vessels left to winter at Halifax. Having hoisted his broad pendant on board the Diana frigate, on the 12th of January, he sailed for his appointed station. In the month of May following he was made third in command, though with the rank only of commodore, of the fleet sent against Louisbourg, under admiral Boscawen. He hoisted his broad pendant on board the Princess Amelia; but, as we have before remarked in our account of Mr. Boscawen, it is needless, and almost extraneous to enter into the operations of the siege, in which the fleet was not particularly concerned otherwise than by the protection afforded the army. We must, however, make a small and honourable exception with regard to Mr. Dure, who appears to have been the person particularly sent, the commander-in-chief, to reconnoitre the coast and point out the most convenient and eligible spot for de-

debarkation of the troops. This, however, appears to have been a task of no small or common difficulty; and it will be readily admitted to us on referring to the report of the various artificial impediments carefully and most scientifically contrived by the French to prevent an attack, or at least to render it abortive. On such an occasion success is the most concise as well as convincing proof of merit; and though much applause cannot but be bestowed on those brave and distinguished leaders who forced their way at the head of their troops, in spite of accumulated obstacles, yet still no small portion of praise is due to the man who is daring enough to hazard his own reputation, by giving the first advice, as he is said to have done, for the prosecution of so bold a measure.

Mr. Durell, during his absence on the above service, was promoted to be rear-admiral of the blue; and about the same time had the misfortune to lose his lady, who died at Bristol of a decline. After the fortunate conclusion of the expedition just mentioned, Mr. Durell was left at Halifax to command in chief during the winter; in the course of which, we believe on the 14th of February, 1759, he was advanced to be rear-admiral of the red. Early in the ensuing spring he was joined by vice-admiral Saunders and rear-admiral Holmes, with a very strong fleet from England destined for the attack of Quebec, the capital of French America. Soon after the junction, Mr. Saunders, who was the commander-in-chief, detached rear-admiral Durell with a small squadron to the isle of Courdres, in the river St. Lawrence, hoping he might be in time to intercept a numerous fleet of transports, victuallers, and storeships, which were said to be on their passage thither from France. His success was not, however, equal either to his expectations or his deserts. He, indeed, captured two storeships, but seventeen others had got up the river before his arrival. Little or no mention is made of his having been particularly concerned in any of the operations of the siege: but sir Charles Saunders, the commander-in-chief, pays him the highest compliments for the assistance he derived from his advice and exertions through the whole of that interesting, that perplexing period: and the house of commons very justly included him in their vote of thanks.

After



After his return from America he does not appear to have held any commission till the beginning of the year 1761, when he was appointed port admiral at Plymouth on the 14th of June following. While he held this command he married the widow of the unfortunate capt. Witte-wronge Taylor, who commanded the *Ramillies* when wrecked. In 1762 he was promoted to be vice-admiral of the blue; and, after the conclusion of the peace, was appointed commander-in-chief on the American station, where he had his flag flying on board the *Launceston*, of forty-four guns. He died at Halifax, holding this station, about the month of August, 1766. Mr. Hardy erroneously states this event to have happened on the 6th of December.

**ERSKINE, Robert.**—Our information relative to this gentleman commences with his appointment, on the 13th of November, 1742, to be captain of the *Fox* frigate. We do not find any subsequent mention \* made of him till the year 1747, when he commanded the *Warwick*, of sixty guns; and, in the month of July, was ordered out to America with captain Crookshanks of the *Lark*, as convoy to some merchant-ships bound thither. On their passage they fell in with the *Glorioso*, a Spanish ship of war mounting seventy guns, which having escaped from them occasioned no small degree of reprehension to fall on both these captains; and, as we have already shown, actually caused the dismissal of the former from the service, under the sentence of a court-martial †. We cannot, however, in

\* Except that, in 1746, he was one of the members of the court-martial assembled for the trials of the admirals Lestock and Mathews.

† The following account, though an extreme partial one, is extracted from the journal of an officer serving at the time on board the *Warwick*, and we have inserted it merely to shew how prejudiced persons can gloss over, and explain away facts which militate against them.

“ July 14, 1747, being off the Western Isles, in company with his majesty's ship the *Lark*, of forty guns, captain Crookshanks, and thirteen sail of merchantmen under convoy for North America, in the morning we saw a sail, and the *Lark* having the command made the signal to chase. Being both but indifferent sailers, though we gained upon the chase we should probably have lost her in the night if it had not been for captain Conolly, who being in a small vessel in the ordnance service, and a prime sailer, kept her in sight all night, and by



in justice to that gentleman, help censuring, in the strongest manner, the conduct of captain Erskine: he certainly acted

---

by firing guns and shewing false fires directed us how to pursue. Next morning we got sight again of the enemy: she appeared a very large ship at four or five miles distance, and all things were prepared to engage accordingly. Mean time captain Conolly gave us no small diversion, though he durst not venture very near her, for two or three of her guns would have torn him all to pieces: but he kept to windward, and every now and then popped his four pounders at her, under English colours, hoping to make her shew hers, cut some of her rigging, or provoke her to bear towards him, and so retard her course. The enemy nevertheless (for then we were sure she was one) would not hoist a colour; but now and then returned the fire and stood on. About eleven at night, being nearly abreast of the enemy to leeward, and the Lark a little way ahead of us, at about half a mile distance, we gave the enemy a broadside, which she briskly returned under Spanish colours: the Lark then stood on and we lost sight of her. In ten minutes captain Erskine, being nearer, gave her his starboard broadside, raked her fore and aft, and clapping about again stood within pistol-shot, when he discharged his starboard broadside into her, with a volley of small arms, as we passed; all which the enemy smartly returned and stood on. During the whole actions he seemed to be upon the defensive, and to want rather to get away than fight. As soon as possible the Warwick tacked after her, ran alongside of her within pistol-shot and began to engage large, sometimes before the wind, and all the time after that within pistol-shot, so that the wadding of the enemy's guns fell thick upon our decks, and threatened to set fire to our sails and rigging.

“ Our people seeing the enemy a much larger ship than the Warwick, with a great number of guns, which she plyed well, the Lark, keeping at a great distance, and giving them no manner of assistance, were somewhat discouraged; but then again reflecting that, if they could make the enemy strike without the assistance of the Lark the greater would be their glory, they expressed the highest resolution and bravery, continuing a dreadful fire till three in the morning, firing in the whole between twenty-five and thirty broadsides: the Warwick at that time torn and shattered to pieces in her masts, yards, sails and rigging, and the ship lying like a wreck, not in a condition to make a farther attack, nor to retreat, fell off to the southward; which the enemy no sooner observed than he hawled to the northward. The number of our men killed and wounded was not very great, which is imputed partly to the enemy's firing chiefly at our rigging and sails, and partly to their overshotting their guns, for we found a vast many of their shot sticking in the sides of our ship, having few come through. We wanted between forty and fifty men of our complement; many were raw and inexperienced, and ten of them were boys. When the engagement was over we found in our ship the enemy's shot, double-headed fifty-eight pounders, round

acted in a manner tending to defeat the plan of his commanding officer, the propriety or probable effect of which he had no right to question. Had captain Crookshanks been properly supported and the attempt failed, the blame would then have very properly rested solely on himself: but instead of that captain Erskine assumed to himself an extravagant and unjustifiable right of censuring the manœuvres of his senior officer, and acting in a manner that would have totally deranged the best digested system of attack.

His immediately subsequent conduct appears still less defensible. He in a very underhand manner took an opportunity of preferring his charge, and was certainly guilty of a positive breach of orders; which breach, though of no material consequence to the service, is, nevertheless, highly to be reprehended, as establishing a precedent of the most dangerous kind. Commodore Knowles, however, who was at that time commander-in-chief at Louisburg, whither the Lark and Warwick were bound, thought differently of captain Erskine's conduct, for about the middle of September, having hoisted his broad pendant on board the Canterbury, he appointed that gentleman her commander as successor to captain Hoare, who had obtained leave to return to England. He did not, however, long remain in the Canterbury, Mr. Knowles having, immediately on his arrival at Jamaica,

---

round twenty-five, twenty and sixteen: whereas the Warwick's guns are only twenty-four pounders on the lower deck, nine pounders on the main-deck, and six on the quarter.

“ The Lark joined us about six in the morning, but did not think fit to pursue the enemy, who was still in sight, as we were incapable of going along with him. About noon we were informed by one of the convoy, who had run close to the enemy after the engagement, that she was likewise in a very shattered condition, with her foremast gone and her sails and rigging cut to pieces. This seemed to give the captain of the Lark some courage, and he proposed to captain Erskine to go after her again, which that brave and prudent commander did as soon as he could clear ship and put her into some sort of order; but the favourable opportunity was lost, and we could not get sight of her again. Thus, by the unaccountable bad behaviour of the Lark, both her company and the Warwick's have lost immense riches; for had not the Lark left the Warwick in the beginning of the action, or had she joined her any time when she was engaged, the enemy must certainly have fallen into our hands.”

on

on the 28th of January, 1748, found his commission there advancing him to be rear-admiral of the white. He hoisted his flag on board the Cornwall, and Mr. Erskine was, about the month of May, removed into the Milford frigate, in which ship he returned to Europe in the course of the summer\*.

Reflection, and a reconsideration of his case, probably induced the admiralty board to consider this gentleman in some degree more culpable than he was at first thought to be. We are led to this belief by not finding any mention made of his having been appointed to any command after his return to England. He was for some years the senior captain on the list of those capable of serving; the promotion of admirals in 1759, having stopped with captain Rodney who took rank immediately before him. In 1762 he was put, at a promotion which then took place, on the list of superannuated rear-admirals, in consequence of which he became entitled to an encrease of half-pay during life. This he did not however long enjoy, dying on the 7th of November, 1766.

FOWKE, Thorpe.—This gentleman had served with much reputation a considerable number of years, in the station of lieutenant, before he was advanced to the rank of captain, he having been on board the Terrible sloop, in that capacity, in the month of August 1732. We have no subsequent account of him till his promotion, on the 24th of May 1742, to be captain of the Gibraltar frigate. He was ordered, quickly after his appointment, to Jamaica, with instructions to vice-admiral Vernon and general Wentworth to return to England. No mention is made of him while employed on that station, nor subsequent to his return till the month of November 1744 †, when he was appointed captain of the Torrington, a fifth rate of forty-four guns. He remained but a very short time in that ship, having, in the month

---

\* Mr. Knowles, though repeatedly applied to by captain Crookshanks, refused to order a court-martial on Mr. Erskine, notwithstanding Mr. Crookshanks says, in his own account of his conduct, that the admiral had, as it was publicly known, the most strong and just reasons to be angry with Erskine, for his *unfaithful* and unofficer-like behaviour on a certain occasion.

† Except that he is said to have commanded, for a short time, the Seahorse.

of January 1745, commanded the Dreadnought, of sixty guns. This vessel was one of the ships under the orders of commodore Griffin\*; but the want of success appears to have been by no means owing to any misconduct in captain Fowke, as is evident from the following extract of a letter written by an officer belonging to the Hampton Court.

“ At dusk the Dreadnought was about seven miles astern of the Sunderland, almost out of sight, we were then abreast of our chase, which we found to be two French ships of war. We made false fires for the Dreadnought, the only ship that could come to our assistance; neither could she, except the French shortened sail, which they did soon after; and the Dreadnought, by a great pressure of sail came up with us about nine at night. Captain Mostyn hailed the Dreadnought, and told captain Fowkes he supposed the chase to be two French men of war, the one of seventy-four and the other sixty-four guns; and that he would go along-side of the larger ship at daylight. Captain Fowkes told him he would be along-side of the other. The Dreadnought kept pretty close astern of us all night. At break of day we found the French had made sail, and were then nearly two miles ahead. We then crowded, and by half past nine got abreast of them, and within musket-shot. The Dreadnought had now fallen astern, about a league. The French ships opened their lower tier, hoisted their colours, and hauled up their main-sails. We instantly did the same, except opening our lower tier, which was not possible, our ship lying along so much that our ports were under water, even the aftermost, which was the only one we could shew; we shipped prodigious large and frequent seas, their ships at the same time being almost upright. The French seeing we waited for the Dreadnought, in a few minutes struck their colours, and let fall their main-sails. Captain Mostyn then held a consultation with his officers, who all gave it as their opinion that we ought not to engage before the Dreadnought came up: the reason was obvious to the meanest capacity; for when the main-sail was up, even the quarter-deck guns

---

\* See vol. iv. p. 225. et seq.

would not carry above thirty yards from the ship. The French then rightly judged of the advantage they would have of engaging us under sail, when our decks were exposed to them, we at the same time not being able to use our great guns nor have a man of theirs open to our small arms: we fell astern, and the Dreadnought came up with us about half past ten. It was then agreed, if the weather moderated, to follow and engage the enemy; but the Dreadnought lost ground though she made all possible sail."

The decision of the court martial was, consequently, in the highest degree honourable to captain Fowke, he having been declared to have done his duty in every respect. He was afterwards, in the course of that year, appointed to the Sapphire; as he was, we believe in the course of the same war, to the Superbe. No particular occurrence however appears to have taken place with respect to him. We find him appointed to the Tilbury in 1755, it being then the eve of the rupture between Great Britain and France. In this ship he continued, tho' but uninterestingly employed, till 1757, when he was advanced to be captain of the Bedford, of sixty-four guns, one of the fleet sent, under admiral Boscawen, on the expedition against Louisburg in the year 1758. No other particulars are known concerning this gentleman relative to the service, from which he altogether retired, in the year ensuing, on the rank and halfpay of a rear-admiral.

He repaired to Southampton, where he continued to live the remainder of his days, and is said to have at last put a period to his existence at that place, where he at any rate died, on the 14th of March, 1784. All farther particulars relative to the death of this gentleman, or its immediate cause, are at present unknown to us.

GEARY, Sir Francis, — was the descendant of an ancient family long settled near Aberystwyth, in the county of Cardigan. Having made choice of a naval life, he was, in 1727, entered, by an admiralty order, which, according to the earlier usage of the navy, was termed the king's letter, a volunteer on board the Revenge, a seventy-gun ship, at that time commanded by captain Conningsby Norbury, and one of the fleet under the orders of sir John Norris, sent to Copenhagen for the purpose of preventing a rupture between the courts of

Denmark

Denmark and Sweden. The end for which this force was sent, being effected, the squadron returned to England, and the *Revenge* was ordered immediately to Gibraltar as a reinforcement to sir Charles Wager, who commanded there to cover the place which was then besieged by the Spaniards. Mr. Geary continued after the above time in service, employed as a midshipman, and afterwards as a lieutenant, till the 30th of June, 1742, when he was promoted from that rank to be captain of the *Squirrel*, of twenty guns. He was, not long afterwards, ordered out on a cruise off the island of Madeira, and on the 10th of February, 1743, was fortunate enough to fall in with a French ship, called the *Pierre Joseph*, a ship chartered by the Spanish merchants at Cadiz, and bound thither from the ports of Vera Cruz and the Havannah.

The enemy had used consummate art in endeavouring to conceal, from any ship that might casually meet them, the knowledge of the persons to whom the cargo in reality belonged. The papers were all thrown overboard, and the supercargo concealed himself. The master was a Frenchman, untrue to his trust, and dishonest to his employers, for he confessed the whole cargo was totally Spanish property. It consisted of sixty-five chests of silver, each containing three thousand pieces of eight, five bales of cochineal, fifty-seven of indigo, and one case of vanilla, a quantity of sugar, and three thousand five hundred hides. Captain Geary had the good fortune, previous to this time, to capture a Spanish privateer, which he manned and employed as an armed tender; in company with which vessel, on the 29th of the month preceding his last-mentioned success, he had the additional happiness to burn a second Spanish armed ship off the island of Madeira\*.

---

\* There is an anecdote which we have heard well authenticated of this gentleman while he held this command, which is far too honourable to him to be suppressed. Previous to his sailing on a cruise he had entered into an engagement with captain ———, to share with him whatever prizes they might take during a given period. The *Pierre Joseph* was not captured till after the expiration of the term of partnership, but captain Geary, nevertheless, divided with him equally the whole of his part, declaring at the same time, that he was sure Mr. ——— would have killed ——— sooner towards him had he been equally successful.

Early in 1744 this gentleman commanded, for a very short time, the *Dolphin*; but, on the 17th of February, was promoted to the *Chester*, of fifty guns: and being sent out to cruise, in company with captain Brett, of the *Sunderland*, captured, on the 20th of February, a French frigate of twenty guns and one hundred and thirty-four men, besides many passengers of consequence, having on board twenty-four thousand dollars, and a very valuable cargo\*. He continued in the *Chester* a considerable length of time†, as will be presently seen. In the month of February 1745, he was one of the members of the court-martial, held on board the *Lenox*, in Portsmouth harbour, for the trials of the captains Griffin, Mostyn, Brett, and Fowke. He was almost immediately afterwards ordered for *Louisburg*, to reinforce the small squadron at that time employed under commodore Warren in the reduction of that place; but being sent home with an express to England soon after its surrender, was deprived of sharing in the immense property subsequently captured there, and thence sustained a negative loss, as it is said, of nearly 12,000!‡.

Soon after the arrival of Mr. Geary in England he was appointed, by the special interest of the duke of Bedford, at that time first lord commissioner of the admiralty, who knew well the value of his services and abilities, to be captain of the *Culloden*, of seventy-four guns. In this ship he was, in 1747, ordered into the Bay of Biscay,

\* We have the following private account of a very successful capture in which Mr. Geary was about that time concerned, but of which we do not find any official notice taken.

" July the 1st, 1744 — Yesterday morning an express arrived at the admiralty office with an account, that his majesty's ships the *Hampton Court* and *Chester*, with the *Grampus* sloop, have taken eight French West Indiamen from Hispaniola and Martinico, carrying one hundred and thirty-eight guns and five hundred and eighteen men. The *Chester* and *Grampus* are since arrived in the Downs with the prizes."

† In a memorandum made by himself, sir Francis states, that while he commanded the *Chester* he captured, after a trishing skirmish, as he terms it, but in which he had an officer killed, and several men killed and wounded, a French frigate, called the *Elephant*. Whether this circumstance took place in Europe, or during the time he was at *Louisburg*, he is silent.

‡ We readily credit this from the account given of the value of the *Chester*, and other ships, after Mr. Geary had sailed for Europe. See vol. iv. p. 187.

M

with

with the Squadron under the command of rear-admiral Hawke, with whom he continued on constant service till the conclusion of the war\*. He was then appointed commander-in-chief of the ships in the Medway with the rank of commodore. We do not exactly know how long he continued to retain that station, but believe only for a short time, as we find him to have quitted the Culloden in September following; on the 20th of which month he was married to Miss Bartholomew, a Kentish lady of fortune †.

During the remainder of the ensuing peace capt. Geary lived in a temporary retirement from active service, not having, as we believe, received any subsequent appointment till the beginning of the year 1755. The restless conduct of the French court having then created a daily apprehension of the commencement of hostilities, he was commissioned to the Somerset, of seventy guns, one of the ships equipped by way of precaution in case those suspicions should be suddenly realised. In the month of April he sailed for North America under the command of admiral Boscawen, the particulars of which expedition, and the capture of the two French ships of war, the Alcide and Lys, have been already treated of in that officer's life.

On the return of Mr. Geary to England at the close of the year, he was ordered to join the Channel Squadron then under the orders of sir Edward Hawke; but, as we have already observed in our account of that gentleman, no occurrence took place in any degree interesting enough to require particular mention, speaking even collectively of the operations of the whole armament. Mr. Geary ‡ continued to be uninterruptedly employed in the Channel service,

\* While in this ship he had the misfortune to encounter a violent storm, in which he lost one of his masts.

† In consequence of which union the estate of Oxenhoath is now in possession of his son, the present sir W. Geary.

‡ In 1756 he was one of the members of the court-martial assembled on board the Prince George, in Portsmouth harbour, for the trial of admiral Byng; and in the month of April following met with the following success, which was certainly far from trivial.

“ At dawn of day the Somerset and Rochelle men of war discovered five sail about two leagues distance; they consisted of three ships, one snow and a schooner: upon which the Somerset and Rochelle immediately chased the two largest, who bore down towards the shore, and the other three heaved to the northward. The Somerset and Rochelle took them, and



service, and as commander-in-chief, or port-admiral at Portsmouth and Spithead during the war, with the exception only that for the space of ten months he commanded in-chief at the Nore, with the rank of an established commodore, having hoisted a broad pendant, by an admiralty order, and being allowed a captain under him. In 1758, we believe during the month of February, he was appointed captain of the *Lenox*, a new third rate of seventy-four guns, but quitted that ship in the following year for the *Resolution*, a ship of the same force. He sailed with the fleet commanded by sir Edward Hawke, on the 18th of May 1759, having then only the rank of a private captain in the *Resolution*, as we have just stated; but in three days afterwards he was ordered, by the commander-in-chief, to hoist a red broad pendant on board the said ship as commander of a division, or squadron, consisting of ten ships of the line, two frigates, and a fireship. Having been, on the 5th of June\*, promoted to be rear-admiral of the white squadron, his commission for that purpose was forwarded to him while at sea, with instructions to put himself under the command of sir Edward Hawke. On receiving these orders he accordingly hoisted his flag on board the *Resolution*, on the 11th of June; but removed it into the *Sandwich* on the 7th of the ensuing month, as he afterwards did into the *Royal George* on the 29th of August, the *Sandwich* being ordered into Plymouth to refit.

The re-equipment alluded to being completed, the *Sandwich* rejoined the fleet off Ushant; and Mr. Geary removed his flag into that ship on the 29th of September. He continued under sir E. Hawke watching Conflans fleet, then lying in Brest harbour, till the strong westerly winds drove the British ships from their station, and compelled them, after repeated and fruitless efforts to regain it, to put into Torbay in the beginning of November. The *Sandwich* having sprung her main-mast was prevented from getting

three hundred and fifty tons, laden chiefly with pork, flour, and two hundred muskets; the other the *Superb*, barthen seven hundred and fifty tons, laden with some provisions, bale goods, and several cases of small arms, both latter of marque ships from Bourdeaux to Quebec, on volunteers, which, with the seamen and a hundred and ninety-one prisoners." on the 19th of May.

in till after the fleet. Sir Edward having, on the 14th, put to sea in quest of the enemy, he ordered Mr. Geary into Plymouth to land his sick, which amounted to eighty-seven in number, and to get up a new top-mast. After this he was to proceed off Ushant, which was appointed as the place of rendezvous, bringing with him out of the sound every ship that was ready for sea.

The accident just mentioned, added to the necessity of landing his sick men, unfortunately prevented Mr. Geary from rejoining the commander-in-chief time enough to share in the well known glorious encounter and total defeat of the French armament under the marquis de Conflans. Having, however, used all the dispatch possible, he sailed from Plymouth on the 19th of November, carrying with him the *Foudroyant* and *Bienfaisant*: but on his passage to the appointed rendezvous, he received a letter and order from sir Edward Hawke, instructing him to continue cruising off Brest, with all the ships of his squadron, till farther orders. On the 22d of November the *Acteon* joined him with a duplicate of the order last-mentioned, enclosed to him by commodore Hanway, from Plymouth. When off Ushant he unfortunately encountered a most tremendous gale, which drove him near two hundred leagues to the westward: he then made sail and regained his station, where he continued though without being fortunate enough to meet with any success till towards the end of December, and returned into port on the 27th, having been seven months and nine days at sea, with the trivial interval of putting into Plymouth Sound for three days, by order of sir Edward Hawke, to put his sick men on shore, to procure water and get up his top-mast.

Mr. Geary continued in port till the 30th of April, when he received an order, from admiral Boscawen, to proceed with the following ships under his command, the *Sandwich*, *Warspite*, *Orford*, *Torbay*, *Chichester*, *Princess Amelia*, and *Unicorn* frigate, to cruise off Rochfort for the purpose of intercepting a squadron of French ships of war fitting for the East Indies in that port. He continued cruising on that station and occasionally anchoring in Batque Road, in sight of the enemy's squadron, till the 6th of September, his ships being occasionally replenished by vessels purposely sent from Ireland, such

such being the consequence attached to the service on which he was then employed; for it was well known that if the French Squadron had got out to sea, and arrived safely in India, their naval force in that quarter would have become evidently superior to that of the English. Administration, therefore, appear to have very properly adopted the prudent method of preventing their putting to sea at all, instead of the more expensive and less decisive measure of sending out a reinforcement to counteract them.

On the day already stated, Mr. Geary received orders to join sir Edward Hawke in Quiberon Bay, it being well established, on the most accurate information, that the French had totally abandoned the intended expedition, and actually unrigged their ships. He effected this junction on the 7th, and continued on that station, with sir Edward, till the 3d of October, when he received orders from the commander-in-chief to proceed to Spithead, where he arrived on the 25th of the same month. On the following day he struck his flag, having obtained leave of absence from the admiralty-board, but soon afterwards was invested with the command as port-admiral of the ships and vessels at Spithead, being successor to vice-admiral Holburne: he accordingly hoisted his flag on board the *Royal Sovereign*.

His first consequential charge, after entering on this office, was the equipment of the Squadron intended for the expedition against Belleisle, and the embarkation of the troops destined for that service. The same occupation, though not on so extensive a scale, notwithstanding the object itself was more important, was repeated in 1762. This was the superintendence of the equipment of that part of the armament which sailed from England, under the command of sir George Pocock, destined for the attack of the Havannah and the island of Cuba. The great diligence and attention to the service, as well as the indefatigable exertions displayed by Mr. Geary, in forwarding every thing that related to it, were so conspicuous that the earl of Albemarle, the general-in-chief, made a very particular representation of his conduct to his majesty, who signified his highest and most gracious approbation of his behaviour\*.

---

\* On the 31st of October, 1762, Mr. Geary was advanced to the rank of vice-admiral of the blue.

Mr. Geary retained his command, which, from the circumstances we have related, was of much more than ordinary trust, till the preliminary articles of peace were signed; soon after this event he received orders to strike his flag, the service on which he had been there employed being fully complete, and ended. In the same packet which conveyed to him those instructions, were enclosed the thanks of the house of commons, both to himself, and the officers under his command, for his diligence and conduct, more particularly on those occasions which had already established him in the highest reputation both with his sovereign and his countrymen.

After this time he appears to have lived in retirement, far as related to the naval service, till the year 1770\*, when

---

\* Soon after he entered on this command a very disagreeable dispute arose between him and Mr. Elphinstone, of the English service, who was also a rear-admiral in that of Russia. This, however, ended highly to the credit of Mr. Geary, as will plainly appear by the letters annexed.

" Achilles in Portsmouth harbour, half past eleven P.M. the 24th February, 1770.

" Sir,

" Be pleased to acquaint their lordships that I was in hopes, from your letters of the 1st and 7th instant, which captain Hughes shewed me concerning the *Netromena*, a Russian ship of sixty-six guns, setting and discharging the watch in this harbour, that she would not presume to commit the like irregularities in future, but being acquainted this day that the said ship fired a gun last night and this morning upon the like occasion, I ordered captain Fielding to go to captain Elphinstone, who is said to be a rear admiral in the Russian service on board that ship, to know on what occasion he fired the said guns. His answer was, that it was for the relief and setting of the watch, and that he had a right to do so. On this I sent captain Fielding to him again, ordering him to desist from firing the watch guns for the future at his peril, for I considered him neither as an admiral's ship nor even as a ship of war, she having neither flag nor pendant flying. His reply was I, that I had nothing to do with him or his squadron, and that he would continue to fire it, which he has accordingly done this evening. I therefore think it my duty to send captain Fielding express with this letter for their lordships information, and farther directions thereon, which I hope will meet with their approbation.

" I am, sir, your most obedient servant,

" Philip Stephens, Esq.

" FRANCIS GEARY."

when the well known dispute between the British and Spanish courts, relative to Falkland's island, rendering a rupture

---

"† Rear-admiral Elphinstone presents his compliments to vice-admiral Geary, and does himself the honour of acquainting him, in regard to the message sent by him through captain Fielding, to know whether "he should fire the morning and evening gun when he got to Spithead," that, to prevent mistakes in verbal messages, the answer was to such a question, He should do as he pleased when he got there: but as the matter in question does not at all concern the honour of the Russian flag, and as he looks upon Spithead in the same light as Portsmouth harbour, he shall do *then* as he does *at present*, from the same motives."

" Dear sir,

" I arrived at sir Edward Hawke's, with your express, about eleven yesterday morning. He did not open it, as I told him the contents from my memorandums. He was exceedingly angry with captain Elphinstone, and approved very much of every step you had taken. I carried the letter to Mr. Stephens, who was to do what was thought proper about it. I have not heard this day any thing concerning it. Sir Edward ordered me not to go out of town till I had heard from him.

" I am, sir,

" London, Feb. 26, 1770.

" Your most obedient humble servant,  
Vice-adm. Geary, Portsmouth.

" C. FIELDING."

" Admiralty-office, 26th Februrary, 1770.

" Sir,

" I yesterday received by captain Fielding, and lost no time in communicating to my lords commissioners of the admiralty, your letter of the 24th instant, representing to them that, notwithstanding the directions which it is apprehended the Russian minister had given to rear admiral Elphinstone, the *Netromena*, a Russian ship of war, had again fired guns in Portsmouth harbour, at the setting and discharging the watch, and acquainting their lordships with the steps you had taken upon that occasion. In return, I am commanded by their lordships to inform you, that a copy of your letter was immediately sent to the earl of Rochford, and I send you inclosed a copy of the letter, which I have received from Mr. Sutton, in answer thereto, by which you will see that the Russian minister is extremely sensible of the impropriety of rear admiral Elphinstone's conduct, and that he has promised to write to him thereupon, without loss of time, in the strongest manner. Their lordships do therefore take it for granted, that Mr. Elphinstone will immediately desist from such irregular and absurd proceedings, and that there will not be any ground for a complaint of this nature for the future. Their lordships commanded me to add, that they entirely approve of the steps you have taken in this matter; and I have the honour to be,

" Sir,

" Your most obedient humble servant,

" Vice-adm. Geary, Portsmouth.

" PH. STEPHENS."

rupture highly probable, Mr. Geary was re-appointed to the Portsmouth command; and about the same time was advanced to be vice-admiral of the red squadron. Dispatch was particularly required of him in his instructions, and though he had but one flag officer, Mr. Buckle, to assist in a case of such emergency, as to demand the most energetic and laboured exertions, the activity of Mr. Geary appears to have been perfectly equal to the public exigencies.

The dispute having been terminated by the concessions of the court of Spain, concessions not improbably produced merely by the rapidity with which an armament sufficiently formidable to awe them into compliance was equipped, Mr. Geary once more passed into retirement and private life, a station to which no man could do more honour, either as a friend, a relative, or a gentleman; perfectly independent in his principles, strictly honourable in all transactions with which he was connected, and

“ Whitehall, 26th February, 1770.

“ Sir,

“ Having laid your letter of the 25th, with the inclosure, before the earl of Rochford, his lordship appointed monsieur De Mouffin Pouschkin, the Russian minister, to be with him this morning, and acquainted him he had taken it for granted, that, in consequence of his writing, as he had promised to do some time ago, rear-admiral Elphinstone would immediately have desisted from the absurd pretension of firing a gun at the setting and discharging the watch in Portsmouth harbour: but finding by vice-admiral Geary's Letter, communicated to him from the lords of the admiralty, that he had resumed that practice, and declared his intention of continuing it, he was obliged to assure him, monsieur Mouffin Pouschkin, that if admiral Elphinstone persisted in it, orders must necessarily be immediately given for him to quit the port; which, as it was the king's wish to give every accommodation possible to the empress's squadron, must naturally be very disagreeable to his majesty to order, as it would be to himself to convey. The Russian minister seemed extremely sensible of the impropriety of admiral Elphinstone's conduct, and promised to write to him, without loss of time, in the strongest manner, hoping that the orders might be suspended till his letter was received.

“ I am, &c.

“ RICHARD SUTTON.”

exhibiting

exhibiting on every occasion the character of a man possessing every moral and social virtue\*.

The death of sir Charles Hardy, in the month of May, 1780, caused this gentleman, though at that time in a very indifferent state of health, to return once more to the service: his majesty having been pleased to signify to him, through the earl of Sandwich, at that time first lord commissioner of the admiralty, his intention to appoint him to the chief command of the Channel fleet, in case he thought his health would permit him to undertake such a trust. Mr. Geary immediately repaired to town and declared his readiness to accept of the honourable station his majesty was so gracious as to offer him. Having received his necessary instructions he repaired to Portsmouth, and hoisting his flag on board the *Victory*, a first rate, on the 24th of May, took upon him the command. The fleet consisted of twenty-four ships of the line, with a proportionate number of frigates, fireships, and smaller vessels, commanded, under Mr. Geary, by the admirals Barrington, Darby, Digby, and sir John Lockart Ross†.

The

\* On the 31st of March, 1775, he was advanced to be admiral of the blue; and, on the 29th of January, 1778, to be admiral of the white.—Mrs. Geary died on the 20th of August following.

† The following are copies of letters written to Mr. Geary by that great and ever to be revered character lord Hawke; one prior to his first putting to sea, the other immediately after his return into port. We doubt not these will be considered extremely interesting, as displaying the private thoughts of so brave and great a commander, even at the latest period of his life, and showing that, however age and disease might have enervated his body, they had nothing impaired the vigour of his mind. Added to this consideration, the terms used by his lordship, certainly displaying the high estimation in which he held admiral Geary, it would be an injustice to that gentleman's character to suppress any thing that reflects on him so much honour.

“ My dear Sir,

“ This is principally to thank you for the favour of your letter of the 3d instant, and for all the kind acts you have been so kind as to do for my Parson, which was doing every thing in your power. I have this day dispatched him away for town in order to take up his warrant, so that he will be ready at a moment's warning to obey the commands of his captain.

“ I find

The principal and first object this armament was intended to effect being the junction of the fleet of Spain, expected

" I find by the papers that you are getting ready for sea with all the dispatch that is possible, and that you will sail the instant that it is in your power; and though I could wish this could get to your hands first, yet the times are so very pressing from many unfortunate events, that I think the sooner you can get to my old station off Brest the better it will be for my country. When you are there watch those fellows as close as a cat watches a mouse, and if once you can have the good fortune to get up to them make much of them, and don't part with them easily.

" Forgive my being so free: I love you. We have served long together, and I have your interest and happiness sincerely at heart. My dear friend, may God Almighty bless you, and may that all-powerful hand guide and protect you in the day of battle; and that you may return with honour and glory to your country and family, is the sincere and faithful wish of him who is most truly,

" My dear Sir,

" Your most obedient and most humble servant,

" HAWKE."

" P. S. Pray remember me to my friend Barrington, and hope he approves of young Baron.

" F. Geary, esq. admiral and commander-in-chief at Spithead."

" Sunbury, 26th August, 1760.

" My dear Sir,

" I am greatly obliged to you for the favour of your letter of the 20th on your arrival at Spithead; indeed it was more than I expected well knowing the hurry and bustle you must be in on your first coming into port. I do not wonder at the men being sickly upon so long a cruise. Six weeks is long enough in all conscience, any time after that must be very hurtful to the men, and will occasion their falling down very fast. I hope in God they will soon recover, that you may be enabled to proceed to sea immediately, for by all accounts the enemy is out, so that nothing can well stir from home with safety. The admiralty would see what was done in former times, it would be the means of making them act with more propriety, both for the good of officers and men. I take it for granted that the great will let you have no rest till they get you out to sea again.

" Although I am in a good deal of pain, and much in the order, yet I cannot refuse myself the pleasure of wishing you a gainable good fortune when you go out again; and I trust in God your next cruise will prove a happy and glorious one, both for your country and yourself. My good friend, I have always wished you well, and have ever talked freely and openly to you upon every subject relating to the service. Recollect some of these passages, and, for God's sake,



expected from Cadiz, Ferrol and Carthagena, with the French ships that were fit for sea in the ports of Brest, Rochfort and L'Orient, Mr. Geary immediately proceeded off Brest. Nothing material occurred till the 3d of July, when the Monarch, being a head of the fleet on the look-out, made a signal at ten o'clock in the morning for discovering a fleet consisting of twenty sail: these were immediately concluded to be the enemy of whom they were in search, and the utmost alacrity was used in endeavouring to get up with them. The chase continued the whole day, and at five o'clock in the afternoon the headmost ships came up \* with the sternmost of the fugitives,

---

lake, if you should be so lucky as to get sight of the enemy, get as close to them as possible. Do not let them shuffle with you by engaging at a distance, but get within musket shot if you can; that will be the way to gain great honour, and will be the means to make the action decisive. By doing this you will put it out of the power of any of the brawlers to find fault. I am fully persuaded you will faithfully do your part, therefore hope you will forgive my saying so much on the subject. I find the Russians are gone from the Downs so that you will have no trouble about them. My good friend, God bless you; may the hand of Providence go with you and protect you in the day of battle, and grant you victory over our perfidious enemies: and may you return with honour to your country and family again; these are the sincere and hearty wishes of him who is most truly and faithfully,

“ My dear Sir,

“ Your most obedient and most humble servant,

“ Sir F. Geary.

“ HAWKE.”

\* A whimsical and entertaining anecdote is related of him on this occasion. Rear-admiral Kempenfelt, who at that time acted as his first captain, was universally and most deservedly esteemed one of the bravest and best informed officers in the service, as to the management, and requisite mode of manœuvring a large fleet previous to the commencement of, and during the continuance of an action itself. Lord Hawke, than whom no man was a sounder judge of nautical abilities, adds, in a postscript to one of his letters to admiral Geary, “ I am glad you have got so excellent an officer with you as I am convinced Kempenfelt is: he will be of great service to you.” But in the attainment of this universally acknowledged and valuable qualification, he had contracted a habit of using more signals than men less practised in that particular branch of service deemed necessary: of this latter class of commanders was admiral Geary. As soon as the enemy were discovered and the signal made for a general chase, Kempen-

tives, which were now discovered to be nothing more than a convoy from Port-au-Prince, under the protection of a single ship of fifty guns. The chase was continued by the pursuers, who did not bring to for the purpose of securing the ships they passed, leaving that duty to some others of the fleet who were still altern. Unfortunately a very thick fog came on about seven o'clock and proved the preservation of nearly half the enemy's convoy: twelve sail, however, were captured; and nothing but the accident just related could have preserved the whole of them from falling into the hands of the British fleet\*.

Mr. Geary having continued at sea for upwards of two months, and, having two thousand five hundred sick men on board the fleet, thought it proper as well as prudent to return to Spithead, where he arrived on the 18th of August. Very soon after his arrival he was unfortunately taken ill, and was obliged to solicit permission from the admiralty

---

Kempensfelt, burning with as much impatience as his commander-in-chief to get up with the enemy, though differing in a trivial degree in his idea as to the best mode of effecting it, brought up the signal book, which he opened and laid on the binnacle with the greatest form and precision; admiral Geary, eagerly supposing the chase to be the Brest fleet, went up to him with the greatest good humour, and squeezing him by the hand in a manner better to be conceived than expressed, said quaintly, "Now my dear, dear friend, do pray let the signals alone to day, to-morrow you shall order as many as ever you please."

\* Those taken were the

Voyageur, valued at	-	-	-	£.15,900
Compte D'Argout	-	-	-	14,500
L'Hazard	-	-	-	10,500
Compte D'Estaing	-	-	-	9,000
Cosmopolite	-	-	-	5,700
Courier	-	-	-	5,500
L'Aurore	-	-	-	5,500
Solitaire	-	-	-	5,000
Marie Therese	-	-	-	5,000
St. Bartholomew	-	-	-	6,900
Eleonore	-	-	-	4,700
Jeune François	-	-	-	2,800
Which, with the Compte de Halwied	-	-	-	17,000
And La Marguerite,	-	-	-	18,000
Made in the whole				£.126,000

board

board to go on shore, to his own house at Polesden, in Surry, in hopes, by that means, of facilitating and hastening his recovery. This, however, he was not able to effect by the time the fleet was ready for sea; and very properly thinking such a trust too consequential to be undertaken by any man, however zealous in the cause of his sovereign and the country, whose imbecillity of body prevented, as it certainly in some degree must, the utmost exertion of the vigour of his mind, which on some, and those too indispensable occasions, must be absolutely necessary: he solicited leave to resign his command, a request which the board of admiralty could not, with propriety, refuse their assent to, however contrary it might be to their wishes.

This gentleman continued to live ever afterwards in retirement, spending the remainder of a life with a character rendered truly exalted by a long and most meritorious service: the grateful remembrance of which procured him the honourable advancement to the rank of a baronet of Great Britain on the 3d of August, 1782. Having attained the advanced age of eighty-six years, he died on the 7th day of February, 1796, most highly revered as a naval commander, and not less sincerely lamented as a friend, a gentleman, and a Briton. In this, therefore, among many other instances, we have the satisfaction of saying, without the imputation of flattery, that his benevolence, public spirit, and general worth formed the leading traits of his character, and that mankind have not been so ungrateful as to forget them \*.

---

\* We cannot conclude this account without adding an anecdote the authenticity of which has been confidently reported to us by persons totally disinterested: it is, perhaps, a more just and prudent eulogium on the character of this worthy man than the most highly-finished detail of his services and conduct would have been.

“ At the late contested election for the county of Kent, he was hurried down to vote by a gentleman in the interests of a rival candidate. On his arrival at the booth, after enquiring who the candidates were, of whom Sir W. Geary's son was one, he was assured, with a tremendous oath, that it should never be said that his worthy old admiral's son, for him alone, had been so much influenced, at least, kept!

**GRENVILLE, Thomas**, — was the seventh son of Hester, sister to sir Richard Temple, afterwards created baron and viscount Cobham\*, and Richard Grenville, of Wotton, in the county of Buckingham, esq. He was born on the 4th of April, 1719; and being brought up to the sea, arrived, at an early age, though not till after regularly passing through the different subordinate ranks with much reputation to himself, at the rank of captain. Suffice it to say, that on the 6th of April, 1742, he was promoted to the command of the *Romney*, a fourth rate of fifty guns. While in this ship he is not otherwise particularly mentioned than as having been employed as a cruiser; in which occupation he had the good fortune to capture, on the 2d of March, 1743, a very valuable Spanish register ship, mounting twenty guns, called the *Santa Rosa*. Captain Grenville continued in the *Romney* till the beginning of the year 1744, when he was appointed to the *Falkland*, a ship of equal force, just launched. His occupation continued the same; but though his activity was not diminished, his success, at least, when considered in a pecuniary light, was considerably so; the most interesting mention we find made of him while he held this command being the capture of a French privateer, of fourteen guns, which he carried into Kinsale in the month of March 1745.

---

\* Titles to which this lady succeeded, by limitation, after the death of her brother, on the 18th of September, 1749, and by letters patent bearing date the 18th of the following month, was created countess Temple, "The branch (says Collins) of the family of Grenville, Grenville Greinville, or Greneville, as the name in very ancient times was variously written, has been incontestably seated at Wotton under Barnwood, in Buckinghamshire, at least from Henry the First's reign, which is apparent, as well from the charter of Walter Giffard, earl of Buckingham, hereafter-mentioned, and the register of the abbey of Nutley (within four miles of Wotton) as from 140 deeds, sans date, concerning this family at Wotton, and a regular succession of a great number of dated deeds, which prove the family in every king's reign from king John, to have been possessed of the following manors in Buckinghamshire, viz. Wotton, Chilton cum Easington, Ashington, Ham, Grenville's manor in Hadenham, Nether Winchenden, Policott, Widmere and Foscott; and also divers estates in Dorton, Creadon, Adingrave, Grendon, Brill, Borehall, Kingsley, Oakeley, Buckingham, and Wicomb in the said county; besides manors, lands, &c. in other counties."

Towards

Towards the end of the year 1746, he was promoted to the *Defiance*, of sixty guns; and, in the month of December, was elected representative in parliament for the borough of Bridport. In the ensuing spring, the *Defiance* was one of the Squadron sent out, under the admirals Anson and Warren, to intercept the French Squadron under orders for the East Indies, and North America. The particulars of the successful encounter which took place on their meeting have been already given at some length in the lives of the commander-in-chief and sir P. Warren \*, so that we shall content ourselves with saying, as we in justice are compelled to do, that the name of Grenville stands remarkably prominent, even among those heroes who most particularly distinguished themselves. "The *Namur*, *DEFIANCE* and *Windsor* (says the *Gazette*) being the next headmost ships, soon entered into action; and after having disabled those French ships, with which they were engaged, in such a manner that the British ships astern must soon come up with them, they made sail ahead to prevent the van of the enemy from escaping." His conduct on this brilliant occasion, when he met with his unhappy and untimely death, needs neither the aid of the historian nor the panegyrist. The concise account given by his commander-in-chief speaks of him in more forcible terms than would the best adorned and most polished eulogium. "The loss on our side (says Mr. Anson) was not very considerable, except that of captain Grenville, of the *Defiance*, who was an excellent officer, and whose death cannot be sufficiently lamented †."

The

---

\* See vol. iv. p. 125 and 188.

† His remains were interred at Wotton. The following account is extracted from a letter, dated Gosport, May the 26th.

"On the 22d, about two o'clock in the afternoon, the corpse of that truly British commander, captain Grenville, was landed in Stoke's bay, where a hearse waited to receive it, to carry it to be buried in the vault belonging to the family. The corpse was attended by all the boats of the Squadron at Spithead, to which he belonged. His sword was drawn and laid across his coffin; and from the time of the boats putting off from the ship's side to their landing, minute guns were fired by the whole Squadron, who likewise hoisted their colours half-mast high on the melancholy occasion. He was a gentleman of true  
courage

The above much-to-be-lamented event took place on the 3d of May, 1747.

HODSELL, James,—we find to have been employed as commander of the Anne Galley fireship, a vessel attached to the Squadron, under the orders of Mr. Lestock on the Mediterranean station, in the month of April 1742. He

---

courage and conduct; a humane and generous commander, never failing to reward merit where he found it. He was as easy of access to the meanest sailor as to any of his officers, and never failed to reward or punish according to the merit of the case. His officers respected him, his sailors loved and esteemed him as their father: in short,

“ He was, but words are wanting to say what;  
Say all that’s good and brave, and he was that.”

A superb monument is erected to his memory in Stow Gardens, with the following inscriptions in Latin and English.

Sororis suæ filio  
THOMÆ GRENVILLE,  
Qui navis Præfectus regiæ  
Ducente classem Britannicam Georgio Anson,  
Dum contra gallos fortissimè pugnaret  
Dilaceratæ navis ingenti fragmine  
Femore graviter percusso  
“ Perire,” dixit moribundus, “ omnino satius est  
Quam inertiae in judicio fisci.”  
Columnam hanc rostratam.  
Laudans at mærens posuit  
Cobham,  
Insigne virtutis, cheu! rarissimæ  
Exemplum habes  
Ex quo discas  
Quid virum præfecturâ militari ornatum  
Deceat  
M DCC XLVII.

Translation.

As a monument to testify his applause and grief, Richard, lord viscount Cobham, erected this naval pillar to the memory of his nephew, captain Grenville, who, commanding a ship of war in the British fleet, under admiral Anson, in an engagement with the French, was mortally wounded in the thigh by a fragment of his shattered ship. Dying, he cried out, “ *How much more defrable is it thus to meet death, than, suspected of cowardice, to fear justice!*” May this noble instance of virtue prove instructive to an abandoned age, and teach Britons how to act in their country’s cause.

is particularly mentioned in the dispute between that gentleman and captain Barnet, but only as the official bearer of the different letters and messages which passed between them on that occasion\*. From the vessel just mentioned, he was, on the 24th of July, 1742, promoted to be captain of the Dursley Galley, a twenty gun ship. This appointment appears to have been made merely for the purpose of giving him rank, for in a few days afterwards, that is to say on the 9th of the ensuing month, the Dursley Galley was commanded by captain De L'Angle, who had not at that time the rank of captain. Mr. Hodsell's next command was that of the Diamond frigate, which also was of short duration, and in which we do not find any interesting mention made of him. His third ship was the Feversham, of forty guns, into which he removed previous to the encounter with the French and Spanish fleets off Toulon; but on which occasion nothing farther is related of him, than that he was stationed to attend the division of Mr. Letlock. He was one of the members of the court-martial convened at Mahon, on the 28th of January, 1745, for the trial of captain Richard Norris, which is the only notice we observe taken of him till the month of May 1746, at which time he was captain of the Nonsuch on the same station. It is not improbable he continued there during the remainder of the war, as we have no account of his having been employed in any other quarter. He is said to have commanded a third rate after the Nonsuch; but have no farther authentic particulars concerning him except the mere memorandum of his death, which happened on the 6th of April, 1754.

HOLMES, Charles,—was a descendant from the same honourable family with sir Robert Holmes, of whom an account has been already given. Of the earlier part of this gentleman's service, however meritorious it might be, no mention is made: our information concerning him, that of his family only excepted, commencing with his appointment, on the 20th of February, 1742, to be captain of the Sapphire, of forty guns, a cruising ship. On the 11th of December following he distinguished himself

---

\* See vol. iv. p. 213, et seq.

in a very remarkable manner by the attack of a number of privateers in the harbour of Vigo. We cannot, perhaps, do greater and more material justice to his bravery than by giving the account in the precise terms of that officially published \*.

Except that, about the commencement of the rebellion, he was captain of the *Enterprize*, we have no intelligence of this brave and worthy gentleman till the end of the year 1746, when we find him in the *Lenox*, a seventy gun ship, on the Jamaica station. He was one of the members of the court-martial held at Port Royal for the trial of captain Crookshanks, and in the month of September 1748, was ordered home as convoy to the fleet of merchantships bound from thence. The *Lenox* was so weak a ship, and in so bad a condition,

\* "February 8th.—His majesty's ship the *Sapphire*, captain Holmes, being on a cruize off the coast of Portugal, Dec. 25th, saw two sail and gave chase. About two o'clock in the afternoon the two sail parted, one keeping her wind, the other bearing away. He continued chasing the former, and about five took her, she being a Spanish privateer of about fifty tons, with eight carriage six swivel guns, and fifty-two men. It being then calm, captain Holmes immediately shifted her men into his ship, and put a lieutenant and thirty men on board her to row after the other vessel, which they came up with the next evening and retook, when they found her to be a sloop from Limerick, bound to Lisbon with butter.

"On January 11th, captain Holmes was informed by the master of a Dutch ship, who had been ill-treated by a privateer at Vigo, which place he left the 8th, that there were five privateers in that harbour, two of them cleaning on the sand, and the other three near them at the quay: that in the town, by the church, they had mounted six six pounders on a new battery; and on a plain, to the southward of the quay, six or eight guns, from three to four pounders. Upon this intelligence captain Holmes sailed for Vigo, and on the 15th came off that town. When his ship was about half a mile from it, the Spaniards fired from their twenty-four pound battery on the quay. One of the shot dismounted one of the *Sapphire's* lower-deck guns, killed one man, shot off another's leg, and the arm of a third, wounding with the splinters five or six more. Another shot went through the center of her fore-mast, about seven feet above the forecastle; a third took her between wind and water, and lodged in the carpenter's store-room. Captain Holmes ran a little farther in and came to an anchor; having brought his broadside to bear on the batteries and privateers, he began firing about twelve o'clock, and between two and three the two privateers, which were afloat, sunk; the other privateers, which were on the sand, received many shot in them, by which they are rendered unserviceable, at least for some time."

that



that twenty-four of her guns were taken out in order to enable her to make the passage home with greater safety. Captain Holmes not being able to get through the windward passage bore away through the gulph, and on the 29th of September fell in with admiral Reggio's squadron, consisting of six large ships of the line and a frigate. The proper precautions were immediately, and, as it proved, successfully taken for the security of the convoy: as soon as this object was attained, though reasons existed which, to a man not thoroughly animated with the love of his country and zeal for the service of his sovereign, would have been more than sufficient to induce him to pursue his voyage, captain Holmes, with the most laudable decision as well as spirited resolution, changed his course and proceeded to the Tortuda bank, off which he knew Mr. Knowles, the commander-in-chief, was then cruising, in the double hope of giving him information of the enemy, and assisting in their defeat.

He was fortunate enough to fall in with the British squadron on the 1st of October; but though he behaved, during the subsequent action, with that bravery and gallant spirit, which it is notorious he displayed on all possible occasions, yet was he not fortunate enough to escape the censure of Mr. Knowles, a censure, as it is said, secretly, and therefore improperly spread. This, propagated by the industrious calumny and envy of men less honourable than himself, at last reached the ears of Mr. Holmes, and induced him to demand a court-martial; but it did not take place till January 1750, the subsequent month to that in which Mr. Knowles himself had been tried and gently reprimanded.

We cannot act more candidly than by simply inserting the resolution of the court, than which none, perhaps, was ever more honourable to the party accused.

“ The court, in pursuance of an order from the honourable the lords of the admiralty, to William Rowley, esq. (dated the 1st of last month) proceeded to enquire into the conduct and behaviour of capt. C. Holmes, upon a charge exhibited against him, by rear-admiral Knowles, for bad conduct, breach of orders, disobedience of signals, and not doing his utmost to take and endamage a Spanish squadron, in an action off the Havannah in 1748.

Having heard the witnesses produced both by Mr. Knowles and the prisoner, and thoroughly considered their evidence, the court unanimously agree, that it hath appeared captain Holmes behaved like a good and gallant officer during the whole action : that he likewise shewed very good conduct, for the preservation of his convoy when he fell in with the Spanish Squadron, a day or two before the action, and also great zeal for his king and country in quitting his homeward course to go in quest of rear-admiral Knowles, in order to inform him of that Squadron, and to strengthen him with the addition of his ship, the better to enable him to engage them, when he had at the same time not only a large part of his own fortune on board the ship, but was pressed by the passengers to proceed directly home. The court do therefore unanimously agree to acquit captain Holmes, with honour, of every part of the charge exhibited against him ; and he is accordingly hereby honourably acquitted."

In the month of January 1753, he was appointed captain of the *Anson*, of sixty guns, a guardship at Portsmouth. We believe him to have, not long afterwards, removed into the *Lenox*, of seventy guns, other accounts say the *Somerset*, a ship employed as the former. In the month of March 1755, he was captain of the *Grafton*, also a third rate, one of the Squadron dispatched in May following, under Mr. Holburne, as a reinforcement to Mr. Boscawen, who had previously sailed for North America. During the ensuing year he was again employed on the same station, with the rank of commodore, still continuing on board the *Grafton*. This summer's service was rendered remarkable by a very spirited encounter he had with a small French Squadron, though of force infinitely superior to that of the English. It took place off Louisburg, and his conduct on this occasion we shall probably best describe by inserting the following plain and modest account of the transaction, given by the commodore himself in his letter to the admiralty board.

“ *Grafton*, off Louisburg, Aug. 25, 1756.

“ On the 26th of July I was cruising in his majesty's ship *Grafton*, with the *Nottingham*, the *Hornet* and *Jamaica* Sloops, off Louisburg, about three leagues south by east.  
At

At eight A. M. the man at the top-mast head discovered four sail to the north-east, directly to windward: we gave chase, and made our first board to the southward, they steering directly for us till within two leagues. We tacked in hopes to have cut them off from their port, as they hawled in for it. At half past one P. M. they came to an anchor in their harbour; a little afterwards we brought to about a league from it and hoisted our colours, the lighthouse bearing north as we lay. At four we made sail to the eastward: soon as it was dark I dispatched the *Hornet* for Halifax, with orders for captain Spry to send out some of the ships under his command to come and join me; we then stood on as before, till three o'clock, when we tacked and stood in for the land. At seven in the morning of the 27th, the man at the mast head called out he saw six sail under the land: about eight o'clock I could see four ships in chase of us; I could, with my glass, make them to be men of war, and see the French commodore's white pendant very plain. On this I stood from them to the south-east, about a point from the wind, which drew them from their harbour, and thought it the best of our sailing, for I judged them above our match or they would not have come out of their port again in so few hours: I believe they had only put their sick and lumber on shore and taken troops off, for they were very full of men. At half past one, P. M. the headmost of the French squadron, a frigate of about thirty-six guns, fired on the *Jamaica* sloop, which she returned, and rowed at the same time up to the *Nottingham*. On our firing at the frigate she hawled her wind, and the *Jamaica* bore away to the south-west, which the French commandant observing, made a signal for the two frigates to chase the sloop, which they immediately obeyed. About two the *Nottingham* fired her stern chase at the French commandant, which he returned with his bow; and soon after I fired mine. Finding our shot reached each other, hauled up my courses, bunted my main-sail, and bore down on the French commodore, being about a quarter of a mile from him: it fell calm and we began to engage, he being on our starboard side, the other large French ship astern of him, and the *Nottingham* on our larboard bow; the two frigates a mile from us, and the *Jamaica* something

thing more. Though the French commandant held us so cheap at first as to send his frigates away, he was soon so sensible of his mistake, that, the instant there was any wind, he made the frigate's signals to rejoin him; and, fearing they did not come fast enough to his assistance, bore down to them and was followed. At seven they were all close together; at dusk the action ceased; they standing to the southward and we to the S. S. E. Our men lay at their quarters all night expecting to renew the action in the morning. At daylight the French ships bore N. W. by W. distance four or five miles, going away with little wind, at E. S. E. right before it, for Louisburg. We wore and stood to the westward, but they never offered to look at us. The wind freshening, they sailed much better than our ships, and the weather growing hazy we lost sight of them about noon. Their chief fire was directed at our masts, which they wounded, as well as cut our stays and rigging considerably. I had one lower-deck gun dismounted and one upper; six men killed and twenty wounded, which is all the damage the Grafton received."

On the return of this gentleman to England he was appointed one of the members of the court-martial held for the trial of the unfortunate admiral Byng. In 1757 he returned to the American station under the command of Mr. Holburne, the few particulars of which uninteresting expedition have been already given in our account of that gentleman: to these we have only to add, that the Grafton was separated from the body of the Squadron; and having lost, not only her masts but her rudder, was, with the greatest difficulty, navigated to England; nor could she have been preserved but by the most extraordinary exertions and the invention of a substitute rudder, contrived by rigging out a spare top-mast from the stern. In short, the preservation of his ship may be considered as one of the most extraordinary interventions of Providence, in support of human efforts almost unparalleled.

In 1758 Mr. Holmes was employed at home, and was sent commodore of a small, but very successful expedition, to Embden in Germany. It deserves particular relation, more on account of his activity, than the consequence attending it. The force appears to have consisted only of the Seahorse, on board which ship Mr. Holmes himself was,

was, and the Strombolo ; but from the tenor of the account, and the particularly benevolent expressions used in it, we shall, as in the preceding instance, give it in his own words.

“ It is with the greatest pleasure that I acquaint my lords commissioners of the admiralty of the success of his majesty’s ship in this river\*.

“ The enemy had not suffered the buoys to be laid this year, thinking by that means to obstruct any attempts for the recovery of Embden by sea : it was therefore with equal surprize and concern, that they observed the arrival of his majesty’s ships Seahorse and Strombolo. After having doubled the number of their workmen upon the batteries they had begun, they set about raising three more towards the sea with all expedition, expecting to be attacked from that quarter.

“ On the 17th the Seahorse and Strombolo anchored between Delfziel and Knock, and on the 18th they came to their station between Knock and Embden, by which the enemy saw themselves cut off from all communication down the river.

“ They continued working on their batteries towards the sea, but at the same time made all the necessary preparations for evacuating the place.

“ The garrison consisted of one thousand three hundred French foot, one thousand two hundred horse, one thousand one hundred Austrian foot, and two companies of artillery of sixty men each, in all three thousand seven hundred and twenty.

“ On the 19th, at six in the morning, the French troops were under arms, and marched out of the town before night. On the 20th the Austrians began their march at nine in the morning.

“ About noon, and not before, I had intelligence of these operations, and that they had been transporting their baggage and cannon up the river in small vessels over night, that one of them was lying round a point of land at some distance from us to go up by next tide. As soon as we could stem the tide I dispatched an armed cutter and two of my boats, who came up with the vessel we had intelligence of, and took her. I reinforced them

---

\* The Elbe.

by another boat; and the whole detachment, commanded by captain Taylor, continued the chase up the river. The enemy at this time lined both sides of it, and gave the first fire on the boats, who were then nearly up with three of their armed vessels. The fire was briskly returned on our side, in sight of their army, and under their fire; captain Taylor came up with one of them, attacked her, drove her on shore and carried her, after a short skirmish. The officers and men left the vessel to recover the shore; in attempting which, some of them were killed by the fire from our boats. The other two vessels, which had the cannon on board, got clear, under favour of the night and cover of their army.

“ The first vessel taken had the son of lieutenant-colonel Schollheens, of prince Charles of Lorrain’s regiment, one corporal and one pioneer on board, with some baggage belonging to the lieut.-colonel. There was some money found, which, partly from the specie, and partly from the manner of its being made up, was concluded to be pay for the troops, and therefore detained, together with the corporal, the pioneer, and all the little implements of war they had with them. As for the son he is but a boy, and not of an age to be regarded as an enemy, for which reason I have sent him on shore to be returned to his father, with all his and his father’s effects; and have written to lieut.-colonel Schollheens, saying, that upon his giving me his honour the money is truly his private property, it shall be returned.

“ Another vessel was taken which had on board major de Bertrand; M. Van Longer, commissary of war; M. Trajane, adjutant de la place; M. le Bouffe, lieutenant of artillery, and a guard of private men, with three hostages which they had carried off from Embden. From them I had the account I have already given to their lordship of the happy effect the presence of his majesty’s two ships have produced, by occasioning the sudden evacuation of the enemy out of the town of Embden. This seemed the more essential, as advice was received at on the 18th, that the French, in East Frisland, received counter orders, and were ordered to retire from Embden.”

This gentleman was, not long after this time, advanced to be rear-admiral of the blue, but is not otherwise particularly mentioned during the course of the current year than as having been employed in the Squadron, commanded by lord Anson, in the blockade of Brest, and in covering the desultory expeditions made on the French coast in the course of that year. Early in 1759 he was fixed upon to be third in command of the fleet destined for the expedition against Quebec ; but, previous to the actual commencement of the undertaking, was ordered, with a convoy of sixty transports, for New York. He accordingly hoisted his flag on board the Somerset, of seventy guns, and sailed from Spithead on the 14th of February with the Northumberland and Terrible, of seventy-four guns each ; the Trident and Intrepid, of sixty-four ; the Medway, of sixty ; the Maidstone, Adventure, Diana, Trent, Europa, Vestal, Eurus, Boreas, and Crescent frigates. Having, after his arrival at New York, taken the necessary measures to expedite those particular branches of service, for the accomplishment of which he had been dispatched, he joined, off Louisburg, vice-admiral Saunders who had sailed from Spithead three days after his departure. In the different operations previous to the actual siege, which we have already said was the immediate object of this armament, he was engaged in supporting brigadier-general Murray in an attack of several of the magazines, belonging to the enemy, collected above the town. Mr. Holmes went ten or twelve leagues up the river, and then found it impracticable to proceed farther. In the month of September he was particularly employed in dividing and distracting the attention of the enemy at the time general Wolfe meditated and effected that landing which was productive of his own fame and death, together with the ever-to-be-remembered victory on the heights of Abraham. His services on this occasion were so highly esteemed that he received the thanks of the house of commons, of which he had been for some time a member, as representative for the borough of Newport, in the Isle of Wight, a station he retained in the succeeding parliament till the time of his death. He returned at the conclusion of the year to England, where  
he

he remained during the ensuing winter, in which time he was promoted to be rear-admiral of the white.

Early in the spring he was appointed commander-in-chief on the Jamaica station, as successor to Mr. Cotes; and having hoisted his flag on board the Cambridge, sailed from St. Helen's on the 16th of March, 1760. He arrived at Jamaica on the 13th of May following. So active was he in the disposition of his cruisers, that, in the month of October, four out of five \* French frigates were either taken or destroyed; and, not long afterwards, eight privateers, and a frigate called the *Bien Aime*, shared a similar fate. In the month of June ensuing he had the additional good fortune of causing the capture of the *St. Anne*, of sixty-four guns, which is thus officially related by the Gazette.

“ Admiralty-office, July 28, 1761.

“ Rear-admiral Holmes, having intelligence that several ships of war of the enemy had sailed from Port Louis on the 5th of June, as also that the *St. Anne* French ship of war had sailed from Port-au-Prince on the same day, he disposed several ships of his squadron in the manner he thought most likely to meet with those of the enemy. In the morning of the 13th the *Hampshire* fell in with the *St. Anne* to windward, and chased her right down upon the *Centaur* to leeward. Upon discovering the *Centaur*, the *St. Anne* hauled up, and was kept between the two ships till she was run quite in shore, and becalmed about a league to the northward of Donna Maria Bay, when she began to fire her stern chase. Soon after one o'clock the *Centaur* got close alongside the *St. Anne*, and she struck her ensign. She is a very fine ship constructed for sixty-four guns, and had on board six twenty-four pounders, twenty-six twelve pounders, and eight eight pounders, with three hundred and eighty-nine persons; was commanded by M. Aquillon, and was carrying home a cargo of indigo, coffee and sugar, to the value of nine million of French livres.”

This is the last memorable mention we find made of this brave and truly worthy man, who died at Jamaica

---

\* Three of them belonged to the king, the other two to the merchants.



on the 21st of November ensuing, leaving behind him a reputation most truly unfulfilled, and a character highly revered, whether considered in the light of a private citizen, or a public commander.

**MOLLOY, Sir Charles.**—We have very little to add, in our account given of this gentleman, to that afforded us in the inscription on his monument. The only particulars not recorded there are; that he took post on being appointed to the command of the Royal Caroline yacht on the 6th of April, 1742; and, in 1746, was one of the members of the court-martial assembled at Deptford, for the trials of the admirals Mathews and Lestock. He was buried in the chancel of Shadoxhurst church, in the county of Kent, where a marble monument is erected to his memory. The upper part consists of angels heads in the clouds; under which is written, “Blessed are the dead which die in the Lord.” In a marble medallion is the head of the deceased, supported by an infant weeping, surrounded by military and naval ornaments. Beneath this inscription.

**Sir CHARLES MOLLOY**, knight, lord of this manor, late captain of his majesty's ship Royal Caroline, sometime a director of Greenwich-hospital, an elder brother of the Trinity-house, and one of his majesty's justices of the peace for the county of Kent, &c. After a long and faithful service of near sixty years in the royal navy, where he went very young with king William's letter, in the latter part of his war with France, and served in that and all queen Anne's wars, he gradually rose to the rank of lieutenant, after the hard fought battle off Malaga, in the Mediterranean, with the French fleet, in the year 1704, being then in the Royal Oak, who had a large share in that day's action. In this post he continued till the year 1710, when he was by the earl of Berkeley, who then commanded the fleet, appointed captain of his majesty's yacht the William and Mary, in which, and afterwards in the Mary yacht, he served until the 7th day of April, 1743; his majesty being then on board at Gravesend, and the royal standard hoisted, he was pleased of his royal favour,

favour, to confer on him the honour of knighthood, in all which employs he ever discharged his duty as became an officer and a seaman. He was twice married. His first wife was Ann, relict of Isaac Elton, esq. son of sir Ab<sup>m</sup>. Elton, bart. of the city of Bristol. He afterwards married Ellen, eldest daughter of Jn<sup>o</sup>. Cork, esq. of Swifts, near Cranbrook in the county of Kent. She left no issue, and departed this life August 24, 1760, ætatis suæ 60.

*Ens entium miserere mihi.*

**PARRY, Francis**,—in the earlier part of his service as a naval officer, was lieutenant of the *Monmouth*, and afterwards of the *Berwick*. In 1741 he was commander of the *Grampus* sloop of war, and distinguished himself very much under the command of captain Harrison, of the *Argyle*, in cutting five prizes out of the harbour of Redondella. On the 10th of February, 1742, he was promoted to be captain of the *Greyhound* frigate, and being almost immediately afterwards ordered to Lisbon, died there on the 17th of April following. In Mr. Hardy's list he is erroneously said to have died in the West Indies on the 19th of May, 1761.

**PRITCHARD, John**,—was, on the 5th of February, 1742, appointed captain of the *Lyme*. In the month of September following he was ordered to *Ellinore* in order to convoy from thence the homeward-bound Baltic trade. Immediately after his return he was removed into a ship of twenty guns, which, in all the accounts we have seen, is called the *Revenge*. But we apprehend this to be a mistake, as no ship so named, and of that force, appears to have been in the navy. This gentleman, in 1744, commanded the *Severn*, of fifty guns; in which ship he continued also but a short time. He afterwards was successively commissioned to the *Devonshire* and the *Duke*, but in what year or years we do not precisely know. In 1758 he was put on the superannuated list with the rank and halfpay of a rear-admiral. Having thus honourably retired from the service he continued to reside at Plymouth, where he died about the year 1779.

**RODNEY, Lord**.—We have but few particulars relative to this nobleman, in addition to that account published of his life and family by Collins: nevertheless,

this circumstance we hope will not be considered as a want of industry in us, but as a proof of the general care and correctness of that heraldic author.

GEORGE BRIDGES RODNEY was the second son of Henry Rodney, of Walton-upon-Thames, in the county of Surry, esq. and Mary, eldest daughter and co-heir to sir Henry Newton, knight, envoy-extraordinary to Genoa, Tuscany, &c. LL.D. judge of the high court of admiralty, and chancellor of the diocese of London. He was born in the month of December 1717, and was baptized in the parish of St. George in the Fields, in the county of Middlesex, on the 13th of February following. Having entered at a very early age into the navy, he gained much reputation and esteem, while in the more subordinate ranks, of those who were his superiors in command. He was taken, early in the year 1742, by Mr. Mathews, to be one of his lieutenants when that gentleman proceeded to the Mediterranean as commander-in-chief on that station, having his flag on board the *Namur*. He was promoted by that admiral to be captain of the *Plymouth*, of sixty guns, on the 9th of November 1742. This commission was confirmed by the admiralty board, but he removed, not long after his return to England, into the *Sheerness*, a frigate of twenty guns. This commission was dated in the month of August 1743; and about the same time in the ensuing year he was promoted to the *Ludlow Castle*\*, of forty-four guns. He does not appear, during this period, to have met with any opportunity of acquiring either fame, popularity, or fortune.

How long he continued in the *Ludlow Castle* is not precisely known, but could not have been for any great length of time, for, in the month of May 1746, he was captain of the *Eagle*, a new ship of sixty guns, then employed as a cruiser on the Irish station. In this occupation he had the good fortune to capture two very stout privateers, one of them a Spaniard, called the *Esperance*, of sixteen guns with one hundred and thirty-six men, which he carried into Kinsale; and the other a French ship, formerly the *Shoreham* frigate, and when captured retaining the same name, carrying twenty-two guns and two hundred and sixty men. He came up with the latter after a chase of sixteen

---

\* Some accounts have, though we believe erroneously, stated his second appointment to have been to the *Phoenix*.

hours,

hours, and carried it into Crookhaven in the month of October. He continued in the *Eagle* during the remainder of the war, and was one of the commanders under the orders of rear-admiral Hawke, in the month of October 1747, at the time he attacked, and defeated L'Etendiere's Squadron. On this occasion he behaved with much spirit, and may be said to have then laid the foundation of that popularity he afterwards in so high a degree possessed.

The *Eagle* was, at one time in the action, engaged with two ships at once; and, in consequence of having been so warmly concerned, had her wheel shot away, as well as her braces and bowlings, so that the ship was absolutely ungovernable. In this very shattered condition she fell on board the *Devonthire* at the very time the admiral was crowding into action to her support. Captain Rodney was, in the month of November following, one of the principal evidences against captain Fox, of the *Kent*; and declared, that while he was engaged between two fires, as already described, captain Fox had it in his power to have come up to his support, but did not. It is, however, the opinion of some, that captain Rodney was, on this occasion, rather too harsh and severe, owing, probably, to that degree of irritation which some men feel, when they conceive themselves neglected or abandoned.

The peace had not been long concluded when captain Rodney was, in the month of March 1749, appointed to the *Rainbow*, a fourth rate; and, on the 9th of May following, was nominated governor and commander-in-chief in and over the island of Newfoundland. Immediately afterwards he proceeded thither with the small squadron annually sent there, in time of peace, for the protection of the fishery. In the ensuing year he was similarly occupied with the additional employment of searching for an island, said to have been discovered in latitude 50° N. about three hundred leagues to the westward of Scilly. He was not, however, fortunate enough to discover this Utopian country. In the *Reading Mercury* of April 10, 1752, and not improbably in many other newspapers of the same date, is the following article of intelligence.

“Commodore Rodney arrived this day at Woolwich: he cruised ten days in quest of the island said to have been discovered by captain Acton. The men at the mast head  
were

were more than once deceived with those appearances which the sailors call fog banks, *which we may suppose to have been the best solution of the supposed discovery.*"

In the month of May 1751, a day or two only after he had sailed on the expedition (if it deserves that name) last-mentioned, he was chosen representative in parliament for the borough of Saltash. Some time after his return he married, on the 2d of February, 1753, Miss Jane Compton, daughter of Charles Compton, esq. and sister to Spencer, then earl of Northampton. He was about the same time appointed captain of the Kent, of seventy guns, commissioned as a guardship at Portsmouth\*. He retained the above command till the year 1755, when he was promoted to the Prince George, of ninety guns, at Portsmouth. This ship not being employed on any memorable or distinguished service, we do not find any particular mention made of captain Rodney till the year 1757, when he commanded the Dublin, of seventy-four guns, to which ship he was appointed in the month of April. He served this year, under the command of sir Edward Hawke, in the memorable but too successful expedition against Rochfort; and, as being the oldest captain in the fleet, was one of the members of the council of war. In the following spring he was ordered to Louisburg with admiral Boscawen; but his having been a party concerned in this expedition was merely accidental, he having been ordered out to supply the place of captain Bentley, whose ship, the Invincible, was unfortunately lost by running on a shoal in going out.

Nothing material occurred to him while thus employed, except that the Dublin being very sickly he was obliged to bear away for Halifax. This was the last service in which he was engaged as a private captain, for, on the 14th of February, 1759, he was advanced to be rear-admiral of the blue. The first occupation in which he was employed as a flag officer, was the command of a small squadron of ships of war and bomb vessels, equipped

---

\* During this period, that is to say some little time after the meeting of the new parliament, he was returned as member for the borough of Oakhampton.

for an expedition against Havre de Grace, where, as it was said, a large quantity of flat boats were built or collected, and a variety of other preparations still more formidable and expensive were making, in aid of the armament equipping, by order of the French government, for the invasion of Great Britain or Ireland.

This service he executed, having hoisted his flag on board the *Deptford* with the greatest adroitness, dispatch and success, for, having on the 3d of July, anchored in the great road of Havre, he immediately made the necessary dispositions to carry his orders into execution. The bomb-ketches were placed in the narrow channel of the river leading up to Harfleur, that being the most proper, and, indeed, only spot from whence the expected destruction could be effected, the ships of war being at the same time judiciously stationed to support and protect them. All these necessary and preliminary arrangements being made early in the morning of the 4th, the bombardment immediately commenced and continued, without intermission, for fifty-two hours. So successfully was this service executed that the town was repeatedly in flames in different parts: the grand magazine of stores for their flat boats burnt with the greatest fury for six hours, in spite of every possible effort made by the enemy to extinguish it. A considerable number of the boats themselves were overset, sunk, or so much damaged as to be of no farther service. To complete the good fortune which attended the operations of this little armament, this success was achieved with very inconsiderable loss to the bold assailants, though many of the enemy's shot and shells fell and burst among the boats and bomb-ketches. "Thus had Mr. Rodney the happiness (as Collins remarks) of totally frustrating the designs of the French court, and so completely ruined not only the preparations, but the port itself, as a naval arsenal, so that it was no longer in a state to annoy Great Britain during the continuance of the war."

In the month of August he again repaired to his station, but no farther injury to the enemy remained to be effected. On the 24th of September he returned into port to victual, and so expeditious was he, that in two days afterwards he once more sailed for Havre; so that, by keeping the enemy in a perpetual state of alarm and anxiety, he rendered

rendered them incapable of making the smallest effort to restore or repair those shattered remains which the preceding conflagration had left undestroyed. He continued occupied precisely in the same line of service during the year 1760, but the only remarkable occurrence which took place was the destruction of some of the enemy's boats in the month of July, a service more remarkable and useful from the consequences it produced than for what immediately appeared on the face of the encounter itself.

He drove five flat-bottomed boats ashore that were laden with cannon and shot, and totally destroyed them, together with a fort, under which they ran for protection, at Port Bassin; at the same time ten others which were in company, escaped, with the greatest difficulty, up the river Orne, leading to Caen. The enemy had sailed in the middle of the day, with the greatest confidence, from Harfleur, having their colours flying, and making all the extravagant parade frequently attendant on presumptive security. The hills on each side of the river, and the walls of Havre de Grace, were covered with spectators, who were astonished that the English squadron made no motion whatever. The admiral knew it would be to no purpose to attempt any thing till the vessels had passed the river Orne, as, till then, they had it in their power to take shelter in several small ports: however he kept his eye constantly on them, and had given directions to his squadron to be ready the moment he made the signal to chase. When the enemy got the length of Caen river they kept standing backward and forward upon the shoals, and the admiral plainly perceived they intended to push for it after dark; upon which he gave directions to his small vessels, the moment the day closed, to make all the sail possible for the mouth of the river Orne, to cut off the enemy's retreat, and with his other ships made the utmost dispatch, without signal, for the steep coast of Port Bassin. This had the desired effect; the enemy were met by two of his squadron, disguised like Dutchmen, who turned them, off Point Percee: when perceiving their retreat cut off, they ran ashore and met the fate just described. They were remarkable fine vessels upwards of one hundred feet long, and capable of containing from three to five hundred men for a night's run. This success had the desired effect,

effect, the enemy having unloaded one hundred other boats that were ready to sail, and sent them all up again to Rouen.

He continued on the same station during the remainder of the year, and for a considerable part of the ensuing, displaying much diligence and obtaining many advantages, which, though of a trivial nature, were all which the caution of the enemy would permit him to obtain. In the new parliament convened in 1761, he was elected member for Penryn, in Cornwall, and in the following autumn was appointed commander-in-chief of the expedition then fitting out for the reduction of the French island of Martinico. He sailed from Spithead, on the 18th of October, in the Marlborough, with the *Modeste*, *Vanguard*, *Nottingham* and *Syren*; the *Grenada*, *Thunder* and *Basilisk* bomb-ketches, with the *Fly* sloop of war. He arrived in the beginning of November at Barbadoes, where he was joined by commodore Barton and a convoy from Belleisle, with a part of the army that had been just before employed in the conquest of that island; as he was soon afterwards by a second corps from North America, under the command of general Monckton. All the troops, and ships destined for this expedition, being collected, the rear-admiral proceeded to Martinico, off which island he arrived on the 7th of January.

The neighbouring batteries of the enemy, which defended the coast in St. Anne's bay, being silenced, the troops were landed, without farther opposition, on the 16th, at Cas Navire. Such vigorous measures were pursued that the citadel of Fort Royal surrendered on the 4th of February; and the Pigeon Island, which formed the principal defence of the harbour, in three days afterwards. These successes were preliminary not only to the surrender of the whole colony, which capitulated on the 13th of the same month, but to that of the islands of Grenada, St. Vincent's, St. Lucia, and, in short, all the French possessions in the West Indies, which passed under the Dominion of Great Britain immediately afterwards.

Towards the conclusion of the year Mr. Rodney was advanced to be vice-admiral of the blue, and was raised to the dignity of a baronet of Great Britain, by letters patent bearing date January 21, 1764. In the month of No-

---

22d of October.

vember



November\* 1765, he was appointed master of Greenwich-hospital. In the month of November 1767, he was one of the vice-admirals who supported the canopy at the funeral of his royal highness the duke of York. In the year 1768, on the dissolution of the parliament, he offered himself as a candidate for the town of Northampton. His election for that place he carried against Mr. Howe by a poll of 611 to 538, after a strong and very expensive contest, by which he very considerably impaired his fortune. In the month of October 1770, he was progressively advanced to be vice-admiral of the white and red squadrons; and, in the month of August 1771, to be rear-admiral of Great Britain. In the very early part of this year he resigned the mastership of Greenwich-hospital, and was immediately afterwards appointed commander-in-chief on the Jamaica station, whither he repaired, having his flag on board the Princess Amelia, of eighty guns. The appointment of this ship to that service was intended as a particular and pointed compliment, it being extremely unusual to send a three-decked ship on that station, except in time of actual war. It is said the command in India was offered to him, which he declined, entertaining hopes of being appointed governor of Jamaica in case of the death of sir William Trelawney, who then held that post, and was said to be in an ill state of health.

In this hope sir George was disappointed, and on his return to England at the expiration of the time allotted for the continuance of his command, retired to France, where he lived some years in obscurity, and, as it is confidently asserted, in rather distressed circumstances. On January 29, 1778, he was advanced, being then absent in France, to be admiral of the white. The war breaking out soon after this time, sir George was enabled, by the liberal loan of a French nobleman, which he afterwards very honourably repaid, to revisit his native country and solicit a command. He did not, however, receive any appointment till the end of the year 1779, when he was nominated commander-in-chief on the Leeward Island station; he accordingly hoisted his flag at Portsmouth,

---

\* Erroneously stated, by Collins, December the 3d.

on board the *Sandwich*, a second rate. Intelligence was about that time received by the admiralty-board, that the Spaniards had a force of twelve or thirteen ships off Cape St. Vincent, having procured information that sir George was under orders, in his way to the Leeward Islands, to protect a convoy into Gibraltar for the relief of that garrison, then heavily threatened with a siege, which soon afterwards in reality commenced. The force intended to proceed with him to his ultimate destination was to consist, exclusive of the flag-ship, only of three third rates of 74 guns each, namely, the *Ajax*, *Terrible* and *Montague*; and the treacherous intelligence afforded to the Spaniards of this circumstance recoiling on themselves, proved their own destruction; the force under the rear-admirals Digby and Ross, consisting of fifteen or sixteen ships of the line, was ordered to proceed through to Gibraltar, instead of quitting sir George off Cape Finisterre as first intended; the event is too recent to have been forgotten.

Previous, however, to this happy and glorious circumstance, sir George, who may certainly be ranked among the most fortunate men that ever appeared in the naval service, fell in, on the 8th of January, about fourscore leagues to the N. E. of Cape Finisterre, with a Spanish convoy from St. Sebastian's, bound for Cadiz under protection of the *Guipuscoana*, of sixty-four guns, four frigates and two corvettes, belonging to the royal company of the *Caracas*. The merchant ships amounted to sixteen sail, laden principally with flour, provisions and naval stores; these, together with the ships of war, were all captured, without the smallest difficulty or resistance, which, indeed, would have been fruitless and extravagant in the extreme, considering the very formidable force which surrounded them. Pursuing his course towards Gibraltar, sir George, on the 16th of the same month, fell in with Don Langara's squadron, on their station off Cape St. Vincent, the particulars of which encounter will, perhaps, be best given in his own words.

“ At one, P. M. the Cape then bearing north four leagues, the *Bedford* made the signal for seeing a fleet in the S. E. quarter; I immediately made a signal for the line of battle abreast and bore down upon them; but before that could be well effected, I perceived the enemy were endeavouring

vouring to form a line of battle ahead upon the starboard tack; and as the day was far advanced, being unwilling to delay the action, at two P. M. I hawled down the signal for the line of battle abreast, and made that for a general chase; the ships to engage as they came up by rotation, and to take the lee-gage in order to prevent the enemy's retreat into their own ports.

“ At four, P. M. perceiving the headmost ships very near the enemy, I made the general signal to engage and close. In a few minutes the four headmost ships began the action, which was returned with great briskness by the enemy. At forty minutes past four one of the enemy's line of battle-ships blew up with a dreadful explosion, and every person perished. At six, P. M. one of the Spanish ships struck. The action and pursuit continued with a constant fire till two o'clock in the morning; at which time the *Monarca*, the headmost of all the enemy's ships, having struck to the *Sandwich*, after receiving one broad-side, and all firing having ceased, I made the signal to bring-to\*.”

On.

---

\* The fruits of this victory were, the *Phoenix*, of eighty guns, the flag-ship of admiral Juan de Langara; the *Monarca*, *Princesa* and *Diligente*, of seventy guns each, captured; and the *St. Domingo*, of the same force, blown up in the action. The *St. Julien* and *St. Eugenio*, of seventy guns, also surrendered; an officer, with some men, were put on board one of them; but these ships were afterwards driven on shore by the violence of the wind, and the latter, if not both, totally lost.

On the 29th of February the thanks of the house of commons were unanimously voted to sir George Rodney for this great and important service; and the same testimony of gratitude was, on the next day, offered by the house of lords also. On the 6th of March, the freedom of the city of London was voted in common council, to be presented to him, in a gold box of an hundred guineas value: a similar compliment of the freedom of the city of Edinburgh having been previously paid to him.

Sir George had now acquired the very zenith of popularity: the praises universally lavished on him amounted almost to idolatry. At the general election which took place in the month of September in the current year, he was, though absent, elected member for the city of Westminster without his solicitation, and merely on the ground of that high estimation in which he was then held, particularly by that which called itself the patriotic party. How strangely and rapidly he quickly afterwards fell in their esteem, will be presently shewn.

O 3

On

On the 18th the fleet and convoy entered the gut, but the violence of the wind, added to the strength of the current, prevented the Sandwich, and many other ships, from getting to an anchor in Gibraltar Bay till the 27th. The relief of that fortress, which was, as we have already stated, the first object of this expedition, being happily, and, indeed, easily accomplished, sir George quitted the bay on the 13th of February, and parted company five days afterwards with the rear-admirals Digby and Ross. He arrived in the West Indies, without meeting with the smallest sinister accident, in the month of March, and immediately took upon himself the command of the armament on that station, amounting, after the junction above-mentioned, to twenty ships of the line besides frigates. As soon as he had refreshed the crews of his ships, and made some necessary arrangements, sir George repaired to St. Lucia, where he arrived on the 27th of March, and found that the enemy, who had for some days previous to his arrival made a ridiculous parade off St. Lucia, with a fleet consisting of twenty-five ships of the line, had thought proper, on the news of his approach, to retire into Fort Royal Bay a few hours only before he reached Gros Islet. As soon as his fleet could be put in a proper condition for immediate service, which was effected by the 2d of April, he proceeded off Fort Royal, where for two days he continued offering the enemy battle, who did not think proper to accept so fair and open a challenge: he therefore left a squadron of his best-sailing copper-sheathed ships to watch the motions of the enemy, and with the remainder returned to Gros Islet Bay, where he lay at single anchor, holding himself in constant readiness to pursue the enemy on the first notice he should receive of their having put to sea.

In this situation affairs continued till the 15th, when the enemy slipped out, with their whole force, in the

---

On the 14th of November his majesty, as a very distinguished mark of his royal favour, though there was at that time no vacant stall belonging to the order of the Bath, nominated sir George a supernumerary knight companion thereof, a very convincing proof that he at that time held a place equally high in the opinions and estimation of

middle of the night. This being made known to sir George, by his squadron of observation, he immediately followed; and, after looking into Fort Royal Bay, and the road of St. Pierre, got sight of them on the 16th, about eight leagues to leeward of the Pearl Rock. By five o'clock in the evening he had neared the enemy sufficiently to discover that their force consisted of twenty-three ships of the line, one of fifty guns, three frigates, a lugger and a cutter, a force evidently superior to his own, which amounted to no more than twenty ships of the line and one of fifty guns, some of which were in a very crazy ineffective condition. The manœuvres of the enemy manifested an evident inclination to avoid an action, and it needed every possible exertion, on the part of the British admiral, to prevent their effecting that purpose, which implicated with it their escape. It was the intention of sir George, as he himself declares in his dispatches, to have attacked only the rear of the enemy's line with his whole force, and thereby compelled them to abandon the ships, with which he closed, to his mercy, or engage him upon his own terms. Some of the officers under his orders are said to have misunderstood his signals, and by that means to have brought on a more general encounter, ship to ship, than the commander-in-chief intended. It is neither our business nor inclination to do more on the present occasion than to state the mere matter of fact, without pretending to enter into any, even the smallest discussion of the matter, or presuming to hazard the shadow of an opinion. We shall therefore content ourselves with stating, in the precise words of sir George, that, "at the conclusion of the battle, the enemy might be said to be completely beat." But such was the distance of the van and rear from the centre, and the crippled condition of several ships, particularly the Sandwich, which for twenty-four hours was, with difficulty, kept above water, that it was impossible to pursue them that night without the greatest disadvantage: every endeavour however was used to put the fleet in order, and on the 29th he again got sight of the enemy. He pursued them for three successive days but without effect, they using every endeavour possible to avoid a second action, and attempting to push for Martinique.

The British fleet cut them off; and, to avoid a second encounter, they took shelter under the island of Guadaloupe.

The condition of many of the ships, and the lee currents, compelled the British admiral to anchor in Choque Bay, St. Lucia, in order to refit, as well as to land his sick and wounded men. He first, however, took the precaution of dispatching frigates to windward and leeward of every island, that he might have the earliest notice of the enemy's approach towards Martinique, which was the only place in those seas where they could be properly refitted. On the 6th of May intelligence was received of their approach, and sir George put to sea in nearly the same force as before. On the 10th he again got sight of the enemy, who persevered in their disinclination to hazard a contest. The French ships had a very evident superiority in point of sailing, and this advantage encouraged them frequently to approach very near the British fleet with much seeming resolution; but as soon as they came within little more than random shot they always brought to the wind, and retreated. A lucky change of the wind, on the 15th, would have enabled the British admiral to weather, and force them to an action, had it not unfortunately, when he had nearly got up with the enemy, again changed six points, and once more reinstated them in their original advantageous position to windward.

A partial action, however, took place between the rear of the French and the van of the British fleet, which was productive of nothing decisive. A second skirmish of the same kind, and brought on, nearly by the same means, again happened on the 19th; and the condition of many of the ships not permitting sir George to persevere any longer in an hopeless pursuit, which had already drawn him forty leagues to windward of Martinico, he sent three of his most disabled ships to St. Lucia, and with the remainder put into Carlisle Bay, in the island of Barbadoes, on the 22d.

Here he made every possible expedition in refitting, re-victualling and watering his fleet. He was the more induced to this by intelligence he had received from captain Mann, of the *Cerberus*, of the approach of a Spanish squadron, consisting of twelve ships of the line, which sailed from Cadiz on the 28th of April, and which he

consequently hoped to intercept and capture, or destroy, before the French ships, which had put into Martinico in a very shattered condition, should be again fit for sea. In this hope he was unfortunately disappointed, for the Spanish admiral altered his original rendezvous, which was known to sir George, and proceeded no farther than Guadaloupe, from whence he detached a frigate to Martinico, desiring monsieur de Guichen would put to sea and join him, as he accordingly did with eighteen ships of the line.

The superiority of the combined squadrons compelled the British admiral to continue inactive, and merely on the defensive, till some reinforcements, daily expected from England, should reach him. These were so late in their arrival, that the approach of that season, when hurricanes are generally expected, made it necessary for the ships to separate, as well for their own safety as in order to carry into execution a variety of services which were indispensibly necessary to be provided for. Sir George having made up his different detachments repaired to America, with eleven ships of the line and four frigates. No occurrence, in the smallest degree interesting, took place during the time he continued on the American station, from whence he returned to the West Indies as soon as the dangerous season, just alluded to, was over. It was, as may be well remembered, attended this year with circumstances of unusual horror, which were reported to the admiral, and general Vaughan, the commander-in-chief of the land forces, to have been particularly destructive to the fortifications erected by the enemy, on the island of St. Vincent's, which they had made themselves matters of on the first commencement of hostilities with Great Britain. The probability of recovering, on easy terms, so valuable a possession, induced the joint commanders to undertake an expedition against it, on which service they sailed from Gros Islet Bay on December 14. On their arrival off the island, on the following day, they found the distress, to which the enemy was reported as reduced, together with the supposed ruinous state of their works, was extremely misrepresented and exaggerated: the troops, which were not very numerous, were, however, landed; but the impregnability of the enemy's position to so inadequate

dequate a force being fully discovered, the men were immediately taken off without the smallest molestation; so that though success was wanting, that want was not attended with the smallest loss, or superadded misfortune.

A reinforcement, consisting of seven ships of the line, arrived from England, early in the year, under the command of rear-admiral Hood; and intelligence of the rupture, which had taken place between Great Britain and the States General, quickly followed it. This was accompanied by instructions for the immediate attack of the different Dutch possessions in the West Indies, and particularly the island of St. Eustatia, which had long become the grand depot of naval and military stores. From hence the wants of the enemies of Great Britain were abundantly supplied, in defiance of all treaties, and violation of every thing like national faith. The orders and information just alluded to arrived at Barbadoes, in the Childers, on the 17th of January. On the 3d of February the fleet, with a sufficient detachment of soldiers on board, to secure conquest, appeared before the island. Resistance was not even attempted, and the rock (for St. Eustatia is really no more) together with the whole property it contained, to the amount, as it was said, of nearly three millions sterling, fell under the dominion of Great Britain.

All the effects found were immediately put, by the commanders-in-chief, sir George and general Vaughan, in a state of confiscation, as a punishment for the conduct of the inhabitants, who had, in conjunction with the Dutch West India company, and the merchants of Amsterdam, been, as we have before stated, in a constant habit, during the whole preceding part of the war, of supplying the united opponents of Britain—the Americans, the French, and the Spaniards, with naval and warlike stores. With this perfidious assistance, so contrary to the good faith of a neutral power, they were enabled to sustain an offensive war, which they must otherwise have been compelled totally to abandon, and have been content with acting on the defensive only, perhaps not very successfully. Sir George in his dispatches makes use of the following very strong expressions relative to the foregoing transactions. "I most sincerely congratulate their lordships on the severe blow the Dutch West India company, and the perfidi-



perfidious merchants of Amsterdam have sustained by the capture of this island." Generally speaking, his censure, and perhaps the very vigorous measures he took, were by no means improper\*. Nevertheless, as in all cases of a similar nature to the present, persons less criminal must be involved in an equal distress with culprits of the worst and most infamous description, so in this instance did those who boasted themselves of the former class, excite so tremendous a clamour, that Britain, almost with an appearance of turning traitor to itself, appeared, with an unanimity conformable only to the strictest patriotism, acquiescing in the complaints of those who affected popularity, eminence, and the vain honour of becoming public characters, and joined the cause of the guilty; by condemning, unheard, the measures of the British commanders.

The subsequent events of the naval campaign in this part of the world contributed, perhaps in no small degree, to strengthen and give spirit to this censure. Sir George, with two or three ships only, remained at St. Eustatia, as was sarcastically, and, perhaps, untruly remarked, merely to superintend the sale of his prizes. But this calumny he afterwards very fairly refuted, on his return to England at the close of the year, by explaining in his place, as a member of the British parliament, the springs which actuated

---

\* The private and patriotic opinion of sir George and his colleague, are well explained by a sentence in a subsequent dispatch, dated St. Eustatia, March 17th.

"Give me leave to congratulate your lordship on the acquisition of the two Dutch colonies of Demarary and Isequeibo, upon the Spanish Main; and although more colonies have surrendered upon the supposed terms granted to St. Eustatia, yet general Vaughan and myself thought they ought to be put quite on a different footing, and not treated as an island whose inhabitants, though belonging to a state who, by public treaty, was bound to assist Great Britain against her avowed enemies, had, nevertheless, openly assisted her public enemy, and the rebels to her state, with every necessary implement of war, and provisions, perfidiously breaking those treaties they had sworn to maintain."

N. B. With the island of St. Eustatia were captured one hundred and fifty merchant-ships richly laden, one frigate of thirty-eight guns, and five other ships and vessels of war of inferior consequence, carrying from fourteen to twenty-six guns. To render the success complete, a convoy, which had sailed for Europe under protection of the Mars, a sixty four gun ship, about thirty-six hours before the arrival of

actuated his conduct. Having received advice from England that a French squadron of considerable force had sailed from France, for the West Indies, under the orders of the count De Grasse, he detached rear-admirals Hood and Drake, with eighteen ships of the line, to intercept him. The intelligence conveyed to him from Europe unfortunately was erroneous, for the force of the enemy proved to be far superior to the British fleet sent to oppose them, as it consisted of twenty-one ships of the line in the best condition. The event was negatively unfortunate, as the French admiral, by sustaining a distant and defensive action, was enabled to make good his passage into Port Royal. Sir George instantly, on receiving intelligence of the enemy having parried his attack, put to sea with his two remaining ships, the Sandwich and Triumph, sending orders to the Panther to join him at sea, which when effected, he proceeded off Port Royal with his squadron, to offer battle to the enemy with a force of twenty-one ships of the line.

The count, notwithstanding he out-numbered sir George, by several ships, used every possible manœuvre to avoid an action, and by a feint attacked the island of St. Lucia in the beginning of the month of May. After a failure in that attempt, which was represented by the court of Versailles as by no means intended in a serious light, the enemy, after a desultory previous assault, fell, with their whole force, on the island of Tobago, which surrendered to them, without much resistance, on the 2d of June. Sir George, with a fleet inferior in number by three ships, pursued them on the first notice of their attack. Their success, as just related, had already taken place; and, notwithstanding their superiority in numbers, the enemy continued to manifest every disposition, every intention of avoiding an action. Sir George considering the manœuvres of the French admiral as merely intended to

---

of sir George, was pursued by a small detachment under captain Reynolds, now lord Ducie, and the whole of them captured. In the month of May, soon after intelligence of the foregoing success was received in England, his majesty was pleased to settle an annuity of 8000*l.* per annum on sir George, 300*l.* on lady Rodney, 1000*l.* on his eldest son, and 100*l.* on each of the younger children.

decoy

decoy him into the Channel between Grenada and the Spanish main, where the British fleet would, in all probability, been driven far to leeward by the rapidity of the current, acted with proper caution to avoid falling into a snare, which might have endangered the safety of the other colonies in that quarter of the world still appertaining to Britain.

The enemy on their part persevering in the line of conduct they had before displayed of avoiding all contest, where success was in the smallest degree doubtful, the short remainder of the season passed on without affording any occurrence worthy our remembrance. When the approach of the hurricane months, and the departure of the French admiral for America, made it again necessary for the British naval force to proceed thither, sir George resigned the command of the fleet to sir Samuel Hood, and shifting his flag to the Gibraltar, which ship needed some considerable repairs, sailed for England, where he arrived at the close of the year, though in a very indifferent state of health, for the recovery of which he had returned. His conduct during the preceding unsuccessful, and in some degree disastrous campaign, became the immediate subject of enquiry in the house of commons; but he appears to have very honourably acquitted himself, by completely refuting every particular of the charge adduced against him \*.

On

---

\* After a short preface he said, that when he appeared before St. Eustatia it was for the purpose of cutting off supplies from the enemy, and with the fixed resolution not to grant any terms to the inhabitants. The Dutch, though nominally the friends of this country, had, during the course of his command in the West India, been the friends of our enemies. To punish and check both, nothing had appeared more effectual than the reduction of an island, the inhabitants of which were animated with a rooted aversion to us, and the most cordial regard for our enemies. Among those inhabitants there were many, who, while they called themselves Englishmen, were not ashamed to disgrace themselves and their country, by assisting her enemies with the means to wound her: such people deserved no favour, and to them he had resolved to shew none. But when he seized all the property on the island it was not for his own use; at the time and ever since he thought it would all belong to the king, and that it was his duty to see the most made of it to carry into the public treasure: he wished not for a shilling of it: he had no other idea at that time

On the 6th of November he was advanced, on the death of the late lord Hawke, to be vice-admiral of Great Britain,

---

time but that the whole belonged of right to his country, and therefore in all he had done for the preservation of that property, it was for his country, and not for himself, that he had been acting. The *honourable* member\* charged him with having suffered the stores, provisions, &c. to be carried into the enemy's ports, directly or circuitously, through the neutral islands; but this was THE VERY REVERSE OF TRUTH, for he had given orders that none of the stores or provisions should be sold, but sent to his majesty's yard at Antigua. So strict had he been in this respect, that he was not satisfied with examining the clearance of every ship that went out, but caused her to anchor under his stern, that she might be examined by commissioned officers, and if she had more provisions on board than were necessary for the voyage they were always taken out. So much for the manner of sale and confiscation of property belonging to people who had supplied the Americans with every article necessary for fitting out a ship, they themselves being barely able to build the hull and put in the masts. He had been charged with remaining inactive for three months at St. Eustatia: his answer was, that he had in that time planned two expeditions which he was just on the point of carrying into execution, the one against Curacoa, the other against Surinam, when he received advice from the commander of a convoy, by a quick sailing vessel, that he had seen ten or twelve French sail of the line, with about seventy transports, steering for Martinique, and that he had kept them in sight for two days. This intelligence made him renounce his designs against the Dutch settlements, and he dispatched sir Samuel Hood, with fifteen sail of the line, to cruise in the track of Martinique. Sir Samuel Hood was as good an officer, if not a better, than himself, and therefore there was no crime in dispatching him on that service, and he thought fifteen ships were quite able to fight ten or twelve. Unfortunately the intelligence had not been true with respect to the real number of the enemy; and sir Samuel had been driven so far to leeward, that he could not prevent the ships in Fort Royal from getting out to join De Grasse. This, however, was not a fault, it was unavoidable. His instructions had been good. He had ordered the island to be blocked up, and that frigates should be stationed ten, fifteen, twenty, thirty, forty, fifty leagues from the shore in the track of the enemy.

As to the ships he had detained at St. Eustatia, the Sandwich and the Triumph, were at the time in so bad a condition that he intended to send them home with the first convoy.

As soon as he heard of the affair between sir Samuel Hood and the comte De Grasse, he joined the fleet with a determined resolution to renew the action, if the enemy would give him a fair opportunity of doing it. When the French landed at St. Lucia he undoubtedly would have had the desired opportunity to come to action, if intelligence had not been conveyed to the

A letter had been sent to

Britain, and lieutenant of the navies and seas thereof; and was, in a few days afterwards, reappointed to the

---

a duplicate of it soon followed: the first reached its address, the second was intercepted; the contents were, that the English were doubling Guadaloupe, and in twenty-four hours would be upon the French admiral with their whole force. This put an end to, what comte De Grasse called his feint against St. Lucia, for before day-break he embarked the troops, and sailed away.

With regard to Tobago, as soon as he heard it had been attacked he immediately sent rear admiral Drake with six sail of the line to relieve it. This he thought a sufficient force, as he understood that the descent had been covered only by two or three ships of the line; the six he sent against them were the best sailers, in the best condition of any in his fleet, and all copper-bottomed. When he found the whole of the enemy's fleet was at sea he was obliged to watch their motions: they endeavoured to allure him to leeward, but if he had attempted to follow them Barbadoes would have fallen; he therefore was obliged to keep to windward, still determined to succour the island. He dispatched to Tobago three officers in three different vessels; two of them fell into the hands of the enemy, the third got to the house of a planter, and there, to his great surprize, learned that the island had surrendered two days before. It was further told by him that 10,000 men could not retake it: at this time the two fleets were in sight of the island. As to the charge brought by the governor of Tobago, all he would add to what he had already said, was, that the guns he had sent the year before, for the defence of the island, had never been mounted. As to the disaster in America, he would tell the house what steps he had taken to prevent it. He had sent to the commander-in-chief at Jamaica, ordering him to detach the Prince William and Torbay to America with the greatest dispatch; and he had sent also to the commander-in-chief in America, desiring he would collect his whole force and meet him with it off the Capes of Virginia; requesting him, that if he could not meet him he would let him know it by one of his frigates. No answer, however, had been sent to him or to sir S. Hood, for he himself was so ill that he was coming home. He had sent twice to the admiral at Jamaica, and three times to the admiral at New York. One of his three dispatches miscarried, the vessel that conveyed it being forced on shore by some privateers: and from that circumstance he had learned, always in future, to keep copies of every dispatch, for of that he had none. If the admiral in America had been fortunate enough to meet sir Samuel Hood near the Chesapeake, the probability was, that De Grasse would have been defeated, and the surrender of lord Cornwallis prevented.

The last charge was, that he had brought home the Gibraltar. The fact was, she was in a very bad condition, and he had not been without his fears he should not have been able to have got her home, for by some error at Plymouth, before she went out last, a part of the iron of the rudder had been wasted from the size of his arm to that of his finger; and though perhaps the finest two decker in the world, it was with difficulty she was preserved.

West

West India command. He in consequence hoisted his flag on board the *Arrogant*; from which ship he soon afterwards removed into the *Formidable*, a second rate. He proceeded for the West Indies with a Squadron of twelve ships of the line, and, after uniting with sir Samuel Hood, being joined by some other ships dispatched after him from England, found himself at the head of a fleet consisting of thirty-six ships of the line. The ships from Europe having recruited their water, sir George put to sea with his whole force, in hopes of intercepting some reinforcements for the French fleet, which were then daily expected from Europe. In this he was disappointed, and on receiving information of those getting into Port Royal, he returned to Gros Islet Bay, in the island of St. Lucia, from whence he might be better able to keep a watchful eye on the French fleet, than he could by continuing to cruise. The count De Grasse put to sea on the 8th of April, and sir George pursuing him with the utmost speed, came up with his fleet under the island of Dominica. The French acting with that caution and attention to avoiding a general action which uniformly marked their conduct, a partial action only took place for that time; but the British fleet continuing to pursue one of the enemy's ships disabled in the former skirmish, it was left so far astern that it was very evident, without speedy and effectual succour, it must have fallen into the hands of sir George. The count De Grasse, in hopes of rescuing it, and still preserving his defensive system of action, bore down with much apparent resolution. He approached, however, so near, that sir George found himself enabled, after an heavy cannonade between the two fleets in passing each other on contrary tacks, to weather the enemy and force them to an action, which ended not till, as the admiral expressed himself, the setting sun put an end to the contest. The victory was complete and decisive; the French commander-in-chief himself in the *Ville de Paris*, of one hundred and ten guns, together with the *Glorieux*, the *César*, the *Hector*, of seventy-four guns each; and the *Ardent* of sixty-four, were captured; besides one ship of seventy-four guns sunk in the encounter. This ~~was~~ is said to have been ~~the~~ ~~event~~, till that time principally nearly

nearly new in practice, of breaking through the enemies line, which was executed about the middle of the action. As soon as the principal and most urgent damages sustained by the fleet were repaired, sir Samuel Hood was detached, with twelve ships of the line, round the island of Porto Rico, through the Mona Passage, in pursuit of such fugitives as might have taken that route. He was so successful when proceeding to Cape Tiberoon, which was the appointed place of rendezvous, that he captured two ships of sixty-four guns, a frigate of thirty-two, and a corvette\*. This superadded success, joined to the loss of one or two ships of the line, which foundered or were wrecked in attempting their escape, under Vandrueil, to St. Domingo, diminished the French fleet to nine or ten ships of the line, and two vessels of smaller rate. Sir George pursuing his course with such part of his force as had sustained the greatest damage in the preceding action, joined rear-admiral Hood on the 26th of April off Cape Tiberoon; and having left that gentleman with a very strong force to cruise, proceeded with the remainder to Port Royal, where he arrived in safety on the 29th of the same month.

The intelligence of this important defeat was received in England with an unanimous and almost frantic joy, for the people, dispirited by the conquests of the enemy in former years, could scarcely dispossess themselves of a fear that they would be repeated, and that their fleet would continue, in effect, to ride triumphant in those seas, by their extreme and too successful caution in preventing the British admiral from fully closing with, and bringing them to a decisive action. Previous to its arrival the recall of sir George had been determined on by the new administration, the greater part of whose members had been his opponents and accusers on the St. Eustatia controversy. His successor, admiral Pigot, was not only appointed, but had actually embarked and sailed on board the Jupiter to take upon him his command; so that,

---

\* These ships were not present in the preceding action, having been detached, a day or two before it took place, to Cape François, but were becalmed on their passage, and overtaken as we have shewn above.

though an express ordering him to return was immediately dispatched to Plymouth, it came too late to effect its purpose. Success, as is almost invariably the case, raised Sir George from that indifferent rank in the public opinion in which he had been held for some time, through the clamour of those who condemned his abandonment of the Dutch, and he became raised on an instant to the highest pinnacle of popularity. The people adored him\*, ministers caressed him, and the sovereign exalted him, for he was advanced, by patent bearing date June the 19th, 1702, to the rank of a peer of Great Britain by the title of baron Rodney, of Rodney Stoke, in the county of Somerset. For the better support of this dignity, and as a more substantial remuneration for the services just stated, the house of commons, on the 1st of July following, voted a pension of 2000*l.* *per annum*, settling it not only on his lordship but on such as should afterwards succeed to and enjoy the title.

Nothing occurred material enough to demand our particular notice during the time of his lordship's continuance in the West Indies, from whence he returned soon after Mr. Pigot's arrival. Having shifted his flag into the *Montague*, of seventy-four guns, he sailed from Port Royal on the 23d of July, and arrived, without meeting with any extraordinary occurrence, at the Cove of Cork, on the 7th of September. After this time his lordship never took upon him any command, or interfered in public business farther than by his occasional attendance to his duty as a peer in parliament. He died in London on the 24th of May, 1792†. It is almost needless to add any  
observa-

---

\* A column, and other monuments were erected at the expence of private individuals, and funds were collected also, by public subscriptions, to perpetuate the memory of his victory. At Spanish town, in Jamaica, a temple was built, at a very great expence, for the express purpose of receiving his statue. In short, honours so great were never before that time paid to any commander who ever.

† We derive from Colins the following ludicrous formation respecting his lordship.

“ On February 2, 1757, he was married to his first wife, Jane, daughter of Charles Compton, Esq. and sister to ——— Northampton. She died in January 1757, and ———



observation on the character of this noble lord: his memoirs, which we trust we have very impartially given, will furnish the reader with very sufficient opportunity of arranging it in his own mind. Thus far we shall beg briefly to remark, that though he was condemned by some he experienced no harder fate than has befallen many of his very brave cotemporaries. Applauded, as we have seen him, by a much greater number, his merit must be in some degree admitted, as it enabled him to stem completely a torrent of censure, which though probably not entirely undeserved, was at least unwarrantably exaggerated, and industriously propagated by every art, some of them of the meanest kind, which the malignity of his enemies could invent.

One of his most powerful opponents, on a motion made by one of the friends of the ex-ministry to censure those who advised the recall of the admiral, declared, in the house of commons, in an extraordinary and peculiar style of insulting panegyric, "That he would advise his friends to leave matters as they then stood; his late glorious victory had hushed the murmurs which had so much prevailed against him for his conduct at St. Eustatia; but that if ministers were pressed on the score of their ill-usage of the admiral, they must of necessity expose that which they wished to bury in oblivion." In the former part of his speech the same gentleman was indecent enough to make the following allusions which, in bare justice to his lordship's character, we think it our duty to animadvert on and condemn in the most decided manner. "*There are cases* (said he) in which it would be neither wise nor

---

Alresford, Hampshire: having had issue one daughter, Jane, who died an infant, and was buried at Old Alresford; and two sons, 1st. George, who succeeded to the title; and, 2d. James, who commanded the Ferret sloop of war, and was lost at sea in August 1776, unmarried.

"His lordship married, secondly, Henrietta, daughter of John Clies, of Lisbon, merchant. Their issue are, two sons and four daughters, viz. John, born May 10, 1765, now a captain in the royal navy; Jane, born December 24, 1766; Henrietta, born January 1767, and baptized February 18, 1769; Margaret Ann, born, at Paris, 1776; Sarah, born May —, 1780; and Edward, born June 1781, died July 1, 1783."

prudent, in administration, to declare the causes of any measure like that at present under discussion, for though a commander might have the hearts of the people, yet, possibly, such a man might prove a traitor and render his recal necessary, when it might be imprudent to give the cause of it to the world." The intimation here intended is too dark, too despicable, to require any retutation or answer, nor should we have mentioned it but for the purpose of showing to what bale lengths the influence of party and political prejudice will force the human mind. His lordship, however, had the satisfaction of seeing his popularity rise superior to the malignant malice of his enemies, on which alone was grounded the whole of his persecution. We may conclude our account with briefly observing, that though in private life he possessed a contempt of money, which led him into extravagancies and difficulties scarcely justifiable, or pitiable, yet those very distresses appear to have carried with them a sufficient punishment to render all posthumous censure unnecessary. Even his most violent opponents must admit, that no commander ever yet lived who had the good fortune to achieve so many notable services, or reduce and destroy, by the fleet under his immediate command, so great a number of the enemy's ships\*.

SMITH, Elliot,—was, in the year 1741, commander of the Fly sloop of war, a vessel on the Lisbon station. In the month of November he captured and carried into the Tagus a large Spanish transport, with ordnance stores and some soldiers, which is the only mention we find made of him while thus employed. On the 25th of February, 1741-2, he was promoted to be captain of the Advice, a fifty-gun ship. He was not long afterwards ordered to the West Indies, and returned from thence in the month of January, 1744. He retained that command beyond even that time, if we may credit a list of the navy made out about the end of 1745, in which his name is inserted as then continuing to hold it. We do not, however, find

\* Three admirals. One Spanish, the don Juan de Langara; one Dutch, rear-admiral van Dinkel, one French, the comte de Grasse, together with eighteen ships of the line, nearly as many frigates, and vessels of inferior construction.

any other mention made of him; nor, indeed, do we know whether he ever obtained any subsequent command. In 1758 he retired altogether from the service, on being appointed one of the captains in Greenwich-hospital. He died there on the 31st of March 1769.

STEVENS, Charles.—This gentleman was, in 1737, lieutenant of the *Falmouth*, a ship of fifty guns, ordered for the coast of Africa, with a small squadron sent thither under Mr. Anson. When they arrived at Madeira the route of this ship was changed, in consequence of private instructions to the commodore, and sailed for Jamaica. In the passage his captain, whose name we have not been able to ascertain with precision, having acted improperly, was confined by Mr. Stevens, who carried the ship to her place of destination. It is not improbable he remained on that station, as we find him promoted there, by Mr. Vernon, in 1741, from the rank of lieutenant to be commander of the *Cumberland* fireship\*. On the 11th of January, 1741-2, he was advanced to be captain of the *Ludlow Castle*, a ship of forty-four guns, on the same station. He was ordered from thence, with a fleet of merchant-ships under his convoy, in the autumn following; but having met with a violent gale of wind on the 8th of October, was obliged to put back to Antigua for the purpose of refitting, and afterwards repaired to England.

He continued in the *Ludlow Castle*, or out of commission for some time after his return to England; but in September 1744, was promoted to the *Portland*, of fifty guns. He appears to have been principally employed as a cruiser; and, in the month of February, 1745-6, had the good fortune to fall in with and capture a French ship of war, mounting fifty guns: the circumstances of which action are thus related by himself.

“ On the 9th instant, at four in the afternoon, Scilly bearing N. by W. distance twenty-seven leagues, in the latitude of 49. co. N. with his majesty's ship *Portland* under my command, I engaged the *August*, a French ship of war of fifty guns, and four hundred and seventy men.

---

\* Some accounts make this to have been a captain Richard Stevens, who never rose to an higher rank than that of a commander, and we believe them to be true.

After two hours and a half close action she struck, having fifty men killed and ninety-four wounded, all her masts so shattered that they went by the board, and so many shot in the hull, that, with the late hard easterly wind, I was obliged to put away with her before it one hundred leagues to the westward, and am now towing her for Plymouth, Scilly bearing E. N. E. ninety-five leagues. My officers and men behaved with the bravest gallantry, and were greatly rejoiced to have met so equal a force, to try the strength of his majesty's arms. We have lost three seamen and two marines killed, with seven seamen and six marines wounded; my standing and running rigging almost shot away, standing-mast and fore-top-mast wounded, but not disabled; main-yard quite destroyed: I am now making another, and as the wind is now setting in westerly, I hope soon to add to his majesty's fleet a new ship which sails very well\*.

"I am, &c.

"CHARLES STEVENS."

He arrived at Plymouth in safety, with his prize, a few days afterwards; but we do not find him any more particularly noticed till the year 1747. In June 1745, he was one of the members of the court-martial, held at Portsmouth, on capt. Green of the *Lizard* sloop; when, still continuing in the same ship, we find him one of the captains under the orders of rear-admiral Hawke, concerned in the glorious defeat and capture of the French squadron under L'Etendiere. He continued under the same flag during the ensuing winter, the squadron having kept out at sea as much as possible to distress the French trade, which was deprived of support by the almost total annihilation of the marine of that country. On the last day of January the *Portland*, together with the *Nottingham*, commanded by captain Harland, gave chase, by a signal from the admiral,

\* The following extraordinary anecdote is related concerning this action.

"A woman on board the *August* behaved most heroically, for though the men in several instances ran from their guns, she, displaying the contrary spirit, continued to fight, and actually discharged her musket six times after she was wounded."

Letter from us board the *Portland*.

to a sail seen in the north-west quarter. The Portland, being the sternmost ship, could not get up to support her consort till she had been engaged near an hour with the chace, which was now found to be a French ship of war, mounting seventy-four guns. The sea ran so high as to render it impracticable for either party to open their lower ports, and postponed the surrender of the French ship till four o'clock in the afternoon. Notwithstanding the length of the foregoing encounter the Portland, partly owing to the circumstance just stated, and in a greater degree, perhaps, to the judgment of captain Stevens, in keeping constantly on the quarter of the enemy, the Portland had only four men wounded. Mr. Stevens continued in the Portland during the remainder of the war, and is said to have been reappointed to that ship in the month of January, 1748.

In the month of July, 1749, we find him one of the members of the court-martial assembled for the trial of captain Obrien Dudley, of the Chesterfield; lieutenant Couchman, and others. He was at that time captain of the Tyger. The next ship he commanded was the Litchfield; but, till the early part of the year 1755, we find no particular mention made of him. It was intended he should have hoisted a broad pendant, but without a captain under him, and proceeded commander-in-chief to the Leeward Islands; the appearance of a rupture with France, caused, however, a new arrangement. He was in a very short time after this promoted to the Orford, in which he captured, towards the end of the year, the Esperance, of seventy-four guns, of which encounter we do not believe any official account was ever given.

In 1757, having hoisted a broad pendant on board the Elizabeth, he was appointed commodore of a small squadron ordered to the East Indies as a reinforcement to the British armament there. He proceeded to Bombay, where, having waited for the change of the monsoon and refitted his ships, he sailed for Madras, where he did not arrive till the 22d of March, 1758, having been much retarded by contrary winds off Ceylon. The leading particulars of his service, while second in command, have been already unavoidably related in the life of sir George

Pocock, to which we beg to refer \*, stating only, that no man could have more bravely, diligently, and actively seconded the views and efforts of his principal commander than Mr. Stevens.

In the action which took place with the French squadron on the 4th of August, 1758†, the commodore was wounded in the shoulder by a musket ball. He had been sometime before advanced to be rear-admiral of the blue, but did not receive the information of his promotion till towards the end of the year. In the beginning of the ensuing he received a second advancement, to be rear-admiral of the red. About this time he removed his flag into the *Grafton*, and in the month of September was a second time engaged with the French fleet, under count D'Achè, off Pondicherry. On the return of Mr. Pocock to Europe in the ensuing spring, he became commander-in-chief on that station. Soon as the season would permit after the departure of Mr. Pocock, the preparations which had for some time been making for the siege of Pondicherry being sufficiently advanced, Mr. Stephens undertook the blockade by sea with the squadron, while colonel Coote undertook a similar operation on the land side with the army. Thus matters proceeded till the 23d of October, when the admiral sailed from Trincomalee to refit, leaving captain Haldane with a detachment of five ships of the line, that were in the best condition for service, to continue the blockade.

Mr. Stevens resumed his station off Pondicherry on the 25th of December. On the 1st of January, 1761, one of those tremendous hurricanes, not uncommon in that part of the world, arose and drove the admiral, together with the whole of his squadron to sea: all the ships separated from each other, and some of them were lost. Mr. Stevens, who had his flag on board the *Norfolk*, was fortunate enough to weather the gale without experiencing any disastrous occurrence. Some other ships of the squadron being equally fortunate, the blockade was resumed

\* See vol. iv. p. 387. et seq.

† He was very deservedly included in the vote of thanks given by the East India company to vice-admiral Pocock, for the great gallantry and conduct displayed on these occasions.

on the 4th, when Mr. Stevens returned into Pondicherry road, and pressing the siege with reiterated vigour, the place surrendered on the 15th.

The short remainder of this gentleman's life were principally confined to the civil and other arrangements, which became immediately necessary on so important a conquest, and now became his principal, or indeed only care. The settlement of these weighty concerns, extending to the complete demolition of the fortifications, and the annihilation of the French power in India, he scarcely could be said to survive, inasmuch as he died on the 17th of May following.

WICKHAM, John,—was, in the early part of the Spanish war, appointed commander of a xebec. On the 1st of November, 1742, he was promoted to be captain of the *Success* frigate. In this vessel we believe him to have been employed on the Lisbon station, from whence he returned about the month of March 1744. He was soon afterwards appointed to the *Lark*, a command he did not long retain, being promoted to the *Panther*, in which ship we find him on the Newfoundland station in the month of August 1747. This is the last mention we have been able to find that is made of him in the line of active service. In 1759 he was put on the superannuated list with the rank and half-pay of a rear-admiral; but did not long enjoy this honourable proof of his former meritorious services, which age, misfortune and infirmities contributed to render little conspicuous. He died in England on the 21st of October, 1763.

## 1743.

BOYS, or BOYCE, William.—This gentleman was originally brought up in the service of the merchants; and, as far back as the year 1727, was second mate of the *Luxborough* galley, a vessel in the employment of the *South Sea* company. In that year the most lamentable of  
all

all disasters beset the unfortunate ship above-mentioned, of which, as well as the subsequent distresses of the major part of the unfortunate crew, we have the following highly interesting though lamentable account \*.

Having

\* " On the 23d day of May, 1727, we sailed from Jamaica, and on Sunday, the 31st day of June, were in the latitude of 41° 45' N and in the longitude of 20° E from Crooked Island, when the galley was perceived to be on fire in the lazaretto. It was occasioned by the fatal curiosity of two black boys, who, willing to know whether some liquor spilt on the deck was rum, or water, put the candle to it, which rose to a flame, and immediately communicated itself to the barrel from whence the liquor had leaked. It had burned some time before it was perceived, as the boys were too much intimidated to discover it themselves, having tried all possible means to extinguish the fire in vain. We hoisted out the jawl, which was soon filled with twenty-three men and boys, who had jumped into her with the greatest eagerness. The wind now blowing very fresh, and the running seven knots and a half by the log, we expected every moment to perish, as she was loaded within a streak and a half of her gunnel. We had not a morsel of victuals nor a drop of liquor, no mast, no sail, no compass to direct our course, and above a hundred leagues from any land. We left sixteen men in the ship who all perished in her. They endeavoured to hoist out the long boat; but, before they could effect it, the flames reaching the powder-room she blew up, and we saw her no more. A little before this we could distinguish the first mate and the captain's cook in the mizen-top, every moment expecting the fate that awaited them. Having thus been eye-witnesses of the miserable fate of our companions, we expected every moment to perish by the waves, not by them, by hunger and thirst. On the two first days it blew and rained much, but the weather coming fair on the third day, viz. the 28th, as kind Providence had hitherto wonderfully preserved us, we began to contrive means how to make a sail, which we did in the following manner. We took three men's frocks and a shirt, and with a sail needle and twine, which we found in one of the black boy's pockets, we made shift to sew them together, which answered tolerably well. Finding in the sea a small stick, we wound it to a piece of a broken blade of an ear, that we had in the boat, and made a yard of it, which we hoisted on an oar with our gaffers for halyards and tacks &c. A dromble, which the fore sheet of the boat used to be reeved through, laced, at the end of the oar or yard, to serve the halyards. As we lay, for our observation, that New Guinea bore about north, we steered as well as we could to the northward. We kept to our course by taking notice of the sun, and of the north star by the captain's watch. In the night when we could find the north star in any of the great bear, we formed the knowledge of our course by them. We were in great hopes of seeing some ship or vessel to take us up. The fourth or fifth night a man,



Having afterwards entered into the king's service, we find him, in the month of October 1741, to have commanded

---

man, Thomas Croniford, and the boy that unhappily set the ship on fire, died, and, in the afternoon of the next day, three more men, all raving mad, crying out miserably for water. The weather now proved so foggy that it deprived us almost all day of the sight of the sun, and of the moon and stars by night. We used frequently to halloo as loud as we could, in hopes of being heard by some ship. In the day time our deluded fancies often imagined ships to plain to us, that we have halloed out to them a long time before we have been undeceived; and, in the night, by the same delusion, we thought we heard men talk, bells ringing, dogs bark, cocks crow, &c. and have condemned the phantoms of our imagination (believing all to be real ships, men, &c.) for not answering and taking us up. The seventh day we were reduced to twelve in number, by death. The next night the wind, being about E. N. E. blew very hard, and the sea running high, we scudded right before it with our small sail about half down, expecting every moment to be swallowed up by the waves. July the 5th, Mr. Guishnet died; and, on the 6th, died Mr. Steward (son of Dr. Steward, of Spanish Town, in Jamaica) and his servant, both passengers. In the afternoon we found a dead duck, which looked green, and not sweet. We eat it, however, very heartily (not without thanks to the Almighty): and it is impossible for any body, except in the like unhappy circumstances, to imagine how pleasant it was to our taste at that time, which, at another, would have been offensive both to our taste and smell. On the 7th day of July, at one in the afternoon, we saw land about six leagues off. At four o'clock another man died, whom we threw overboard to lighten the boat: our number was then reduced to seven. We had often taken thick fog-banks for land, which as often had given us great joy and hopes, that vanished with them at the same time: but when we really saw the land, it appeared so different from what we had so often taken for it, that we wondered how we could be so mistaken: and it is absolutely impossible for any man, not in our circumstances, to form an idea of the joy and pleasure it gave us, when we were convinced of it's reality. It gave us strength to row, which we had not for four days before; and must infallibly, most of us, if not all, have perished that very night if we had not got on shore. Our souls exulted with joy and praises to our Almighty Preserver. About six o'clock we saw several Shallops fishing, which we steered for, having a fine gale of wind right on shore. We went with sails and oars about three or four knots, when we came so near that we thought one of the Shallops could hear us (being just under sail and going in with their fish). We halloed as loud as we could; at length they heard us and lowered their sail. When we approached pretty near them they hoisted it in again, and were going away from us; but we made so dismal and melancholy a noise, that they brought-to and took us in tow. They told us our aspects were so dreadful that they were frightened at us. They gave us

manded the *Ætna* fireship ; into which vessel we believe him to have been promoted from the rank of lieutenant, by

us some bread and water. We chewed the bread small with our teeth, and then, by mixing water with it, got it down with difficulty.

“ During our voyage in the boat, our mouths had been so dry, for want of moisture for several days, that we were obliged to wash them with salt water every two or three hours, to prevent our lips glewing fast together. We always drank our own water ; and all the people drank salt water, except the captain, surgeon, and myself. In foggy weather the sail having imbibed some moisture, we used to wring it into a pewter basin, which we found in the boat. Having wrung it as dry as we could we sucked it all over ; and used to lick one another’s clothes with our tongues. At length we were obliged, by inexpressible hunger and thirst, to eat part of the bodies of six men, and drink the blood of four, for we had not, since we came from the ship, saved, only one time, about half a pint, and, at another, about a wine glass full of water, each man, in our hats. A little food sufficing us, and finding the flesh very disagreeable, we confined ourselves to the hearts only. Finding ourselves now perishing with thirst, we were reduced to the melancholy, distressful, horrid act of cutting the throats of our companions an hour or two after they were dead, to procure their blood, which we caught in a pewter basin ; each man producing about a quart. But let it be remembered in our defence, that without the assistance this blood afforded to nature, it was not possible that we could have survived to this time. At about eight o’clock at night we got on shore at Old St. Lawrence harbour, in Newfoundland, where we were kindly received by captain Lecrafs, of Guernsey, or Jersey, then admiral of the harbour. We were cautioned to eat and drink but little at first, which we observed, as well as the infirmity of human nature, so nearly starving, would allow. We could sleep but little, the transports of our joy being too great to admit of it. Our captain, who had been speechless thirty-six hours, died about five o’clock the next morning, and was buried, with all the honours that could be conferred upon him, at that place.

“ The names of those persons who were burnt in the ship, who were starved in the boat, and who lived to get on shore, are as follows : viz.

“ Burnt in the ship.

Ralph Kellaway, 1st mate.

Isaac Holroide, 3d mate.

Jerald Hedge, gunner.

James Crook, cooper.

Seamen.

John Johnson,

William Coats,

William Day,

James Ambrose,

Charles James,

Francis Mitto,

Edward Thicker,

Evander M’Avy.

Thomas Hind, quarter-master.

Sharper,

Jemmy,

Coffea,

} black boys.

“ Starved

by admiral Vernon, who dispatched him home, in the month of October, with intelligence of his having taken possession of Walthenham harbour, in the island of Cuba. He afterwards was removed into the Baltimore sloop. We hear nothing more of him till the 25th of June, 1743, when he was advanced to the rank of captain in the navy, and appointed to the Greyhound frigate. We believe him to have been, not long afterwards, ordered to the West Indies\*, as he returned from thence in the month of April 1745, with a convoy, being then captain of the Princess Louisa, of sixty guns. His ship being immediately refitted and victualled, captain Boys was immediately ordered out on a cruise off the coast of France, in company with the captains Griffin and Harrison. The particulars of their joint success, which was far from in-

“ Starved in the boat.

Thomas Steward, passenger.

Mr. Steward's servant.

William Piggs, passenger.

Seamen.

John Horn,

John East,

Henry White,

Thomas Cronisford,

Simon Emer,

William Walker,

John Simenton,

William James,

Thomas Nicholson.

Henry Guishnett, clerk.

Canfor,

Hamose,

Merry Winkle,

} black boys.

“ Lived to get on shore.

William Kellaway, captain.

William Boys, second mate.

Thomas Scrimmour, surgeon.

William Batten, boatswain.

William Gibbs, carpenter.

Robert Kellaway, a boy.

George Mould, seaman.

“ The boat in which we got to Newfoundland, distance 100 leagues, was only sixteen feet long, five feet three inches broad, and two feet three inches deep. It was built for the Luxburgh galley, by Mr. Bradley, of Deal.”

“ N.B. Lieutenant-governor Boys was accustomed to pass annually, in prayer and fasting, the number of days the ship's crew were in distress, as above-mentioned, in commemoration of his wonderful deliverance.”

\* We rather believe he was only sent out to meet the homeward-bound fleet in a certain latitude, for, on the 31st of January preceding, he was one of the members of the court-martial, held on board the *Lenox*, in Portsmouth harbour, for the trial of the captains Griffin, Mostyn, Fowke and Brett, for the particulars of which see their respective lives.

consider-

considerable, we have already related\*. At the persuasion of Mr. Griffin, he quitted the Princess Louisa soon after this time, and took the command of the Pearl frigate; one of the Squadron ordered for the East Indies with that gentleman, who had the appointment of commodore and commander-in-chief on that station. Nothing, however, material or beneficial to his fame or fortune took place while he continued in that part of the world. No mention is made of him subsequent to his return to England till after the recommencement of hostilities with France. He then for a short time commanded the Royal Sovereign, a first rate; and was removed from thence, about the year 1759, into the Preston. Towards the close of the summer we find him promoted to be commodore of a small Squadron, stationed off Dunkirk, to watch the ships fitted for sea at that port, and destined for a desultory attack on Ireland, under the command of that very active, gallant, and indefatigable naval partizan, monsieur Thurot.

The enemy had the good fortune to elude the vigilance of the British commodore, who, on hearing the former had escaped; pursued him with the utmost expedition, but without success, Thurot taking refuge in the Swedish port: of Gottenburgh, where he continued in no small distress till the commencement of the year ensuing; but of this hereafter. Mr. Boys was after his return appointed to command as commodore at the north; and in the ensuing year retired from the line of active service on being made lieutenant-governor of Greenwich-hospital. He retained this very honourable station till his death, which happened on the 4th of March, 1774.

It is related of him, and we strictly believe it to be true, that this gentleman, from the year 1727 to his death, annually observed a strict and solemn fast, on the 7th of July, being the day of his arrival at Newfoundland, after the melancholy loss of the Luxborough Galley. So rigid was he in this act of humiliation and thanksgiving, that, when in the decline of life he became settled at Greenwich, and could in that particular instance indulge his own inclination to the fullest extent, he not only abstained from food, but even from the light of the sun, not even

---

\* See the life of Mr. Griffin, vol. iv. p. 228.

suffering converse with any person whatever during the time he was thus occupied in commemorating and returning fervent thanks to the Supreme Being, for his extraordinary, and, indeed, almost miraculous escape.

BRETT, Sir Piercey. — The first account we have of this gentleman is, his having served as a midshipman in the Gloucester\*, of fifty guns, one of the small squadron ordered into the South Seas under Mr. Anson. On the promotion of Mr. Cheap to be captain of the Wager storeship, Mr. Brett was appointed by the commodore into his own ship, the Centurion, to be his second lieutenant. He appears, indeed, to have soon conceived an extraordinary and well-deserved attachment to this worthy gentleman, inasmuch that he confided to him the attack on the town of Paita, a service he executed with the greatest skill, promptitude and exactness†. After the capture of the Manilla galleon, and the arrival of the Centurion at Macao, Mr. Brett was promoted, by the commodore, to command that ship, under him, as captain, he being, as he supposed, authorised, by his instructions, to issue such a commission. This point was, nevertheless, strongly contested on the arrival of the Centurion in England, and the lords of the admiralty peremptorily refused to confirm Mr. Brett's rank, inasmuch that Mr. Anson retired, for a short time, from the service in much disgust; nor did he return till a subsequent change in the members of the board last-mentioned, with a compliance in the first lord and his colleagues who succeeded, in the demands of Mr. Anson, together with the allowance of Mr. Brett's rank‡, according to the date of his first commission, restored perfect peace and harmony on all sides.

Mr. Brett therefore ranks as a captain in the navy from the 30th of September, 1743, being the date of his commission to the Centurion, then lying in Macao river. Not long after the matter was adjusted, as already related, that is to say, about the month of April 1745, he was appointed captain of the Lion, of sixty guns, a ship

---

\* Some accounts say he was a lieutenant of that ship.

† See vol. iv. p. 108.

‡ He was, nevertheless, immediately on his arrival in England, officially promoted to the rank of captain, and appointed to the Mary Galley.

stationed to cruise in the Channel. His first success was the capture of a privateer, mounting ten carriage and seven swivel guns, with a crew of one hundred and fifteen men, which had long infested the Channel; and had a short time before captured the Mediator sloop of war. This first success, which he met with on the 29th of June, 1745, when on his passage from Portsmouth to Plymouth, appeared but as the prelude to that high renown he gained, on the 9th of the ensuing month, in an encounter with a French ship of the line; the particulars are officially related in the following manner.

“ On Tuesday, the 9th of this month, his majesty's ship the Lion, of fifty-eight guns, being in the latitude of 47. 57. N. and W. from the meridian of the Lizard 39 leagues, captain Brett, her commander, saw two sail to leeward, to which he immediately bore down, and by three in the afternoon made them to be two of the enemy's ships. By four o'clock he was within two miles of them: they then hoisted French colours and shortened sail. One of them was a man of war, of sixty-four guns; and the other a ship of sixteen guns. At five the Lion ran alongside the large ship and began to engage within pistol-shot. The ships continued in that situation until ten, during which time they kept a continual fire at each other; when the Lion's rigging being cut to pieces, her mizen-mast, mizen-top mast, main-yard, fore-top-sail-yard, and main-top-sail-yard shot away; all her lower-masts and top-masts shot through in many places, so that she lay muzzled in the sea, and could do nothing with her sails: the French ship sheered off, and in less than an hour was out of sight, the Lion not being able to follow her. The small ship in the beginning of the engagement made two attempts to rake the Lion, but was soon beat off by her stern chase, and after that lay off at a great distance. Forty-five of the Lion's men were killed outright, and one hundred and seven wounded, seven of whom died of their wounds soon after.

Captain Brett was wounded and very much bruised in the arm; and his master had his right arm shot off in the beginning of the engagement. His lieutenants were all wounded two hours before the action was over; nevertheless they would not leave the deck, but continued  
encou-

encouraging the men to the last, excepting the first lieutenant who was so much hurt that he was obliged to be carried off at nine o'clock, not being able to stand any longer.

The bravery \* manifested by this gentleman on the foregoing occasion was rendered more consequential to his country, from the circumstance of the ship which he had engaged being convoy to the frigate in which the son of the Pretender, then on his passage to Scotland, had embarked. Some judgement may be formed, of the intrinsic service rendered to Britain, by the foregoing encounter, from the following extract of a private letter from the Hague, dated July the 30th.

“ The frigate, on board which the eldest son of the Pretender had embarked, was joined off Belleisle by the Elizabeth, of sixty-six guns. They intended to go round Ireland, and land in Scotland, but were met on the 20th by some English merchant-ships, convoyed by three ships of war; one of which, the Lion, bore down on the Elizabeth and attacked her; upon which the Pretender sailed away in the frigate. The fight lasted nine hours, but night coming on, the Elizabeth, quite disabled, got away to Brest; the captain and sixty-four men killed, one hundred and thirty-six dangerously wounded, and a great number slightly. She had on board 400,000*l.* sterling, and arms for several thousand men.”

---

\* Admiral Vernon, in a speech made by him in the house of commons, in the year 1747, in opposition to a motion of lord Baltimore's, for bringing in a bill to reserve a portion of the captures of merchant-ships, and thereby encourage that of ships of war, makes the following highly honourable mention of captain Brett.

“ I have been too long engaged in naval affairs not to know several of the sea officers. I have, by those opportunities of knowing them, found them to be men who would omit no occasion of being serviceable to their country; and to appeal from imagination to certain facts, several of them have shewn as much alacrity in attacking ships of war as they have in taking merchant ships; nor do I doubt but the rest are ready to do it, whenever occasion shall offer. That this is the character which, at least, some of our officers deserve, is proved by the gallant behaviour of several, and particularly captain Brett. Did that gentleman behave as if he wanted farther encouragement to perform his duty? Did he not attack a ship of superior force to his own, and with such courage and skill as brought honour to himself, his country, and the British flag?”

The force of the blow given, in this instance, to the embryo of rebellion, may be easily admitted. The blood of thousands was, not improbably saved, by the foregoing event; and humanity must ever rejoice more at the prevention, than the cure of an evil.

We have no farther account of this gentleman, or the particular services on which he was employed, till the year 1747, when he commanded the *Yarmouth*, of sixty-four guns, one of the squadron, under Mr. Anson, which, in the month of May, defeated and captured that of France, commanded by monsieur De la Jonquiere. He was one of the captains sent, after the conclusion of the action, in pursuit of the convoy, of which Mr. Campbell, and other historians, assert, two only were captured, the *Vigilante* and *Modelle*, of twenty-two guns each, the rest of the ships having made their escape. We find, however, it is asserted, peremptorily, in the periodical publications of the time, that five more French ships were brought into Portsmouth, and three into Plymouth. Mr. Brett quitted the command of the *Yarmouth* almost immediately on his return into port; and we do not know to what ship he was afterwards appointed, as we do not find any mention made of him during the war, except his having been one of the members of the court-martial, assembled at Portsmouth in the month of November following, for the trial of captain Fox, of the *Kent*.

On the 3d of January, 1753\*, he received the honour of knighthood from his majesty, in consequence of his having carried him to Holland instead of sir C. Molloy; and towards the end of the year was appointed captain of the *Caroline* yacht, as successor to that gentleman. In this vessel we believe him to have continued till the month of September 1755, when, on the daily expectation of a rupture with France, sir Piercy was appointed to the *Cambridge*. In the month of November, or December 1756, he removed back into the *Caroline* yacht. How long he continued in that vessel is not exactly known; but, in the beginning of the year 1758, we find him commo-

---

\* About this time we believe him to have been elected representative in parliament for the borough of Queenborough, and not long afterwards chosen one of the elder brethren of the Trinity-house.



dore in the Downs, having his pendant on board the Norfolk. He was in the same year appointed first captain to lord Anson in the Royal George, who commanded, in the Channel, the covering fleet to the squadron employed, under lord Howe, on the coast of France. On the conclusion of this expedition he returned to his command in the Downs; and while thus occupied it is not to be wondered at if we have no material occurrence to record concerning him. On the 22d of March, 1760, he was appointed colonel of the Portsmouth division of marines. In 1761, still continuing to hold the Downs command, we find him frequently, and actively employed in reconnoitering the opposite coast and ports of France. Towards the conclusion of the year he returned to Portsmouth for refitment; which being completed, he re-hoisted his pendant on board the Newark, at Portsmouth, on the 15th of December. He was immediately afterwards ordered for the Mediterranean with seven ships of war, as second in command to sir C. Saunders, and had soon afterwards the good fortune to share there, as a flag, in the rich Spanish prize, the Hermione. He remained on the same station during the continuance of the war, but peace soon afterwards taking place, nothing in any degree memorable seems to have occurred, except that, in the course of this year, he was advanced to the rank of rear-admiral of the red. From this time he never appears to have accepted any command, but, on the 13th of December, 1766, was appointed one of the commissioners for executing the office of lord high admiral, an office which he continued to hold till the 24th of February, 1770.

On the 24th of October, 1770, he was promoted to be vice-admiral of the blue; and, on the 28th of the same month, to be vice-admiral of the white; as he was, on the 31st of March, 1775, to be vice-admiral of the red. On the 29th of January, 1778, he was, moreover, advanced to be admiral of the blue. He died in the month of May 1781, and was buried at Beckenham\*, in the county of

\* The following epitaph is inscribed on a plain monument, erected in memory, in Beckenham church.

the memory of sir PIERCEY BRETT, knight, admiral of the blue, who departed this life the XII day of October, MDCCLXXXI, in the LXXXII year of his age.

Kent. "De mortuis nil nisi bonum," is an old adage; but if ever it should be used in relation to this gentleman, we have to add, that whether living or dead, the voice of slander and malevolence was abashed at his manifold virtues, ever silent not only at his approach, but even at the bare mention of his name.

CALMADY, Warwick,—was, on the 30th of September, 1743, appointed captain of the *Lively* frigate, and soon afterwards ordered to Jamaica. On his passage from thence to England, in the month of May 1744, he fell in with three French privateers, mounting thirty guns each, which he engaged for an hour and an half; when having all his running rigging shot away, and finding the enemy were making attempts to board him, he put before the wind and left them. The gallantry displayed on this occasion by Mr. Calmady, was certainly very highly conspicuous, and his good fortune, in having preserved his ship from the attacks of a force treble his own, was rendered the more remarkable from the circumstance of his having been totally unacquainted that a rupture had taken place between Great Britain and France, till the fire of his antagonists informed him of it. His ship was, nevertheless, completely ready for action; and this anecdote, if lessons and examples were necessary on such an occasion, might prove an useful hint to commanders at sea, even in the time of profound peace, to be always prepared for defence, or the chastisement even of the slightest insult.

Captain Calmady having, on the ensuing day, fallen in with a French schooner, bound from Martinico to Havre de Grace, thought himself justified, as he undoubtedly was, in detaining, and bringing her into port. Soon after his return he was appointed to the *Weymouth*, of sixty guns, and ordered out to the West Indies to join Mr. Knowles, who was then commodore on that station. On the 16th of February, 1745, this ship unfortunately struck on a reef near Sandy Island, at the entrance of St. John's road. The accident, with its preceding causes, being enquired into by a court-martial, Mr. Calmady himself was most unequivocally and honourably acquitted; but the lieutenant on duty was fined six months pay, the master declared incapable of ever serving.

the pilot sentenced to be sent to England and imprisoned two years in the Marshalsea.

Captain Calmady, immediately after his acquittal, is said to have been appointed to the *Launceston*, of forty-four guns, one of the ships presently afterwards employed, under commodore Warren, in the siege of Louisburg. We do not find any mention made of his having a subsequent command, or being again engaged in service, from which he retired altogether, according to Mr. Hardy's account, on the 2d of February, 1757.

CATFORD, Charles,—was, on the 14th of October, 1743, promoted to be captain of the *Lyme* frigate. The commands and services on which he was employed during the remainder of the war, were, unhappily for him, of so little consequence, that the only mention we find made of him during that period is, his having been one of the members of the court-martial convened for the trial of vice-admiral Lestock. He appears, nevertheless, to have been in high estimation as a worthy and a brave man. In the month of January 1749, we find him captain of the *Monmouth*, and in February 1753, he was appointed to the *Berwick*, a ship of seventy guns, stationed as a guard-ship at Portsmouth. In the month of March 1755, he removed into the *Captain*, a ship of the same force and rate, commissioned also at the same port. Early in the year 1756, he was ordered to the Mediterranean with the unfortunate Mr. Byng. He behaved with all the spirit due to his character and station, in the short and indecisive skirmish with the French fleet off Minorca, having had six men killed and thirty wounded. He was one of the officers ordered home as an evidence on the trial of his unfortunate admiral, but unhappily died, when on his passage, on the 24th of September 1756, the ship he was on board of not having then reached Gibraltar.

DODD, Edward,— was, in the earlier part of his service, lieutenant of the *Dragon*\*, at that time commanded by Mr. Barnett, and on the 25th of January 1743, was pro-

---

\* From his advanced age, considering his rank, he was generally known in the service by the name of Old Dodd. He was severely wounded in the shoulder at the attack of a xebec, which he was sent in pursuit of, as commanding officer of the *Dragon's* boats. The enemy was, however, captured. Being afterwards commissioned, was given to Mr. Dodd, and called the *Dragon's Prize*.

moted to be captain of the Blandford, a twenty-gun ship. We have the following account of an affair in which he was concerned, from a MS. memorandum, dated in the month of June 1745.

“ His majesty's ship the Blandford, of twenty guns, captain Dodd commander, has had the misfortune to fall in with a French squadron of seven sail, between Lisbon and Gibraltar, and was sent to Brest. The captain was threatened with being hanged if he did not discover to the commodore whether there was any English squadron at sea. This he very bravely refused to comply with.”

No notice is taken of the foregoing event in any history or printed account, far as we have been able to discover; nor is even the capture of the above vessel ever named. Captain Dodd does not appear to have had any subsequent appointment; nor have we been able to ascertain, with any precision, the time of his death, but believe it to have happened about the year 1763.

FIELDING, William,—was the second son of John Fielding, D. D. canon of Salisbury, and his first wife, Susannah, daughter of sir Robert Booth, chief justice of the court of common pleas in Ireland. This gentleman having, as is remarked by Collins, passed through the several subordinate stations, was, from being commander of the Fly sloop on the Irish station, promoted, on the 11th of January, 1742-3, to the rank of captain in the navy, and appointed to the command of the Bridgewater, a ship of twenty guns. This ship was unfortunately lost, at Newfoundland, on the 18th of September following; but captain Fielding being very honourably acquitted of all blame on that occasion, was, in the month of May 1744, appointed to the Pearl, of forty-four guns; in which ship he continued till it was ordered to the East Indies with commodore Griffin. We have no farther account of the commissions he held, or the services on which he was employed, except that, at some intervening period, he is said to have commanded the St. George, a guardship at Spithead. In 1755 he commanded the Fly sloop, but with the rank of post captain; and in 1762 was put on the superannuated list with the rank and half-pay of a rear-admiral. He continued to live ever afterwards in retirement, at Bishops Waltham, in the county of Hants, where he died on the 23d of September, 1773.

GAGE,

**GAGE, John.**—The name of this gentleman is very improperly omitted in Mr. Hardy's and many other lists of naval captains, an omission most probably owing to the short time he unhappily held that rank. As a commander, we find him in the *Lightning* fireship, and afterwards, in 1740, in the *Carcase* bomb-ketch: he was from thence removed into the *Otter* sloop of war, in which vessel he behaved with much gallantry in the West Indies, under commodore Knowles. Being ordered from the squadron to chase a Spanish ship, mounting twenty-two guns, and full of men, he came up with and attacked her with the utmost gallantry, though more than double his force. The action continued nearly two hours till the enemy was driven close under the forts of Porto Cavallo, and a large Spanish galley with three hundred men in her, coming out to their countrymen's rescue, consequently deprived captain Gage of the well-earned fruits of his bravery. He was on the 24th of February, 1743, immediately subsequent to the unsuccessful attack on La Guira, promoted, by the commodore, to be captain of the *Lively* frigate; in which command he died, in the West Indies, on the 2d of August following.

**GODDARD, Samuel,**—was, on the 1st of February, 1743, promoted to be captain of the *Deal Castle*. He was afterwards appointed to the *Lynn*, of forty guns, one of the West India squadron under Mr. Knowles. He was brought to a court-martial, by that gentleman, in the month of February 1745, on a charge of having suffered a Spanish ship, belonging to admiral De Torres's squadron, to escape from him off Porto Rico, though the enemy was in a very disabled state, being under jury main, and mizen masts. It was proved on the trial that he was in some degree deranged in his mind; in consequence of which he was dismissed from his command, and does not appear to have ever recovered in a sufficient degree to enable him to hold any subsequent commission. He died in England on the 5th of November, 1762.

**MARSH, William,**—in 1742, was commander of the *Terrible* bomb-ketch. He was promoted, on the 25th of May, 1743, to be captain of the *Sterling Castle*\*, one of the ships belonging to the Mediterranean fleet. He

---

\* Mr. Hardy and many others say the *Elizabeth*.

was quickly removed into the Royal Oak; but this, however, was quite a temporary command, by order only. He returned back for a few days into his original vessel, the *Terrible*, and was from thence removed into the *Winchelsea*, of which ship he was captain at the memorable encounter with the French and Spanish fleets off Toulon, being ordered by the admiral to watch the entrance of the port just mentioned, and the movements of the combined fleets. He acquitted himself with the greatest diligence and address in this service, as well as that of a similar nature in which he was employed after the enemy came out. He returned to England in the *Winchelsea* about the end of the same year, and whatever services or commands he might be employed in subsequent to this time, were so un consequential\*, that we find no mention whatever made of him till the year 1758, when he commanded the *Naflau*, of sixty-four guns. He was in this year appointed commodore of a small squadron destined for the attack of the French settlement in the river Senegal. Its force consisted of the *Naflau* before mentioned; the *Harwich*, of fifty; and the *Rye*, of twenty guns: the *Swan* sloop of war, and two builes. The land-forces amounted to two hundred marines, commanded by major Mason; a small detachment of artillery men, under captain Walker, with a train of ten pieces of cannon and eight mortars.

Captain Marth, attended by Mr. Cumming, a quaker, who was the original projector of the expedition, sailed from Plymouth on the 9th of March; and after touching at the island of Teneriffe, where the ships took in a supply of water and other necessaries, came to an anchor at the entrance of the river Senegal, on the 24th of April. Fort Louis, by which the settlement is defended, is situated on the island of Senegal, about four leagues within the bar. The governor, soon as the British force was discovered, sent down an armed brig and six sloops to dispute the passage. In the interim the boats of the fleet were employed in putting the ammunition and stores, necessary for the attack, on board the small craft belonging to the squadron, and a skirmish, productive of no consequence, took place between them and the vessels above-mentioned. Captain Millar, however, who commanded the *London*

\* He is said to have commanded the British galley at 1740, but without success: very much to be regretted.

buffs, having discovered the proper channel, seized the opportunity of a change of the wind, and passing the bar, came to an anchor within, where he lay unsupported, though exposed till night to all the fire the enemy could make. He was the next morning joined by the remainder of the flotilla, and a smart engagement ensued, which was warmly maintained on both sides till the buffes and another of the smaller vessels ran aground. The troops immediately took to their boats, and pushed for the shore, where they made the necessary dispositions to defend themselves, till the landing of the corps of volunteer seamen, amounting in number to three hundred and fifty, on the following day, rendered their force sufficiently formidable for them to undertake offensive operations.

These the enemy did not allow them time to commence, for the corps last-mentioned had scarcely landed, when deputies\* came out of the fort, from the French commandant, with offers to capitulate. The terms were arranged and agreed to in the course of the day by the commodore and major Mason: so that this far from inconsiderable conquest was achieved not only without difficulty, but happily also without a single person being killed or wounded on either side. This success encouraged the commodore to make an attempt on Goree, a much more considerable and better fortified settlement, belonging to France, on the same coast, at the distance of about thirty leagues. The force, however, being totally inadequate to such an undertaking, its failure was little to be wondered at; though we must not omit inserting, that, to the honour of the commodore and the principal officers who directed the attack, the measures taken by them to cover and secure the retreat of the assailants, were so prudent and judicious, that the loss they sustained was almost too trivial to be called a repulse.

Captain Marsh passed over from the coast of Guinea to the West Indies, which is the usual route of the ships of war annually sent on the African station. He does not appear to have had any opportunity of particularly distinguishing himself while in this part of the world. He removed into the Harwich sometime after the reduction of Senegal, and was unfortunately lost on the island of Pieras, commonly called Pines, in the year 1760. Captain

---

\* On the 30th of April.



Marsh and his crew were happily saved. He returned to England some short time afterwards, and retired from the service, in 1762, with the rank and half-pay of a superannuated rear-admiral. He died in England on the 15th of October, 1765.

MOORE, Sir John.—We believe the first, or if not, among the earliest of the naval appointments held by this gentleman, was that of midshipman on board the *Shoreham*: he afterwards served in the same station in the *Torrington*. He was afterwards a lieutenant in the *Lancaster*, cotemporary with Mr. James Young, who, as well as himself, lived, most deservedly, to attain to nearly the highest rank, as an admiral, in the service. Mr. Moore was next taken, by Mr. Mathews, to be one of the lieutenants of his own ship\*. On the 24th of December, 1743, he was promoted to be captain of the *Dolphin*, other accounts say the *Squirrel*, but in a very short time afterwards removed back into the *Dolphin*, being persuaded by Mr. Barnet, who was then going out to the East Indies, to accompany him. This solicitation was owing entirely to the high opinion entertained of him by the commodore, and is too honourable a testimony of this gentleman's worth to be omitted, or slightly noticed. He returned to England in the *Deptford* † with a convoy of India ships, after the decease of his friend and commander, and was appointed captain of the *Devonshire*, a ship memorable for having been that which carried sir Edward Hawke's flag when *L'Etendiere* was defeated: nor need we add any thing to the very honourable encomium bestowed on his conduct by the admiral, who sent him as the messenger of his victory.

---

\* He did not continue with him to wait his turn for promotion, having, as the readiest mode of obtaining it, returned to England in the *Lenox*, at the recommendation of the admiral himself.

† Into which ship he removed after the arrival of the squadron in the East Indies, and the death of captain Philipson, on the 30th of March, 1745, till which time he continued in the *Dolphin*. A particular account of the several occurrences which took place while he held this command have been already given in the life of the earl of Northesk, with whom he was detached, by the commodore, for the freights of Malacca, soon after the squadron quitted Madagascar.

N. B. Campbell, as well as all other historians, erroneously state this ship to have been the *Diamond*, a mistake they have fallen into by following the authority of the official accounts with which, strange to say, the blunder originates.

“ I have



“ I have sent (says the rear-admiral) this express by captain Moore, of the Devonshire; and it would be doing great injustice to merit not to say, that he signalised himself greatly in the action.”

As the bearer of intelligence so interesting and glorious, he received the customary present from his majesty of five hundred pounds. Early in the year 1749 he was appointed to the Monmouth; but, as is to be expected in time of peace, we hear nothing of him after this time till the year 1756\*, when he was, either in the month of March, or April, re-appointed to his old ship the Devonshire†. No particular subsequent mention is made of him till the year 1758, when he was commander-in-chief, with the rank of commodore, on the West India station, having his broad pendant on board the Cambridge. Nothing material took place till the month of January 1759, when, having been joined by a reinforcement from England, consisting of eight ships of two decks, with a frigate and four bomb-ketches, under commodore Hughes, and a considerable body of troops under the command of general Hopson, he sailed on an expedition against Martinico, which island was marked out as the first object of attack. The troops were landed on the 16th; but many unforeseen difficulties, and impediments appearing, which were deemed insuperable by a force no greater than that under the joint commanders, the attack was declined, and the army reembarked without opposition. After a demur of two or three days as to the expediency of making an attack on any other part of the island than that first assaulted, it was agreed to be most advantageous for the public service, that the squadron and its convoy should, without delay, proceed to Guadaloupe, to the conquest of which the squadron, and troops it escorted, were deemed perfectly competent.

The commodore arrived off the town of Basseterre on the 22d of January, and immediately removed his pendant into the Woolwich, for the purpose of being better able

---

\* Except that during a part of the peace he commanded the William and Mary yacht, which he relinquished when the armament took place in 1755.

† At the conclusion of the year he was one of the members of Mr. Byng's court-martial, and was one of those who wished the oath of secrecy might be dispensed with.

to superintend and direct the attack than he could have been had he continued in the Cambridge and been personally engaged in it. The necessary dispositions were made on the following day, and with such vigour and effect was the assault executed, that all the batteries, and the fort itself were so completely silenced by night, as to enable the troops which were landed on the 24th, to take possession of them without loss, or even molestation. The character of the commodore was much traduced by some persons, for his behaviour on the foregoing occasion, and, as it appears, very undeservedly so. The exception taken against him appears to have been principally founded on his quitting his station in the line, as already stated, and going on board a frigate. But however unprecedented such a measure might at that time be, few persons can doubt but that it would, on many accounts, be more advantageous to the service, were it to become a general and unalterable practice. The only ground on which censure could, in the present instance, be founded, is decidedly and completely done away by the very spirited personal carriage of the commodore on all the numerous preceding, as well as some subsequent occasions, and the very conspicuous gallantry he had on all such opportunities uniformly displayed.

To return to the event of the expedition, suffice it to say, it was concluded by the surrender of the whole island, which, from its peculiar strength, the heat of the climate, and the great force of the enemy, was enabled to hold out for three months. The capitulation was signed on the 1st of May. Nothing material took place after this time during the continuance of the commodore on the West India station, from whence, having previously removed into the Berwick, he returned with a convoy, and arrived in the Downs on the 23d of June, 1760. He does not appear to have been again invested with any command till his promotion to be a flag officer. His first advancement, which took place on the 21st of October, 1762, was to the rank of rear-admiral of the red. He was appointed, according to Campbell, to command in the Downs during the short continuance of the war; but during that

---

\* Its surrender was critical, for in a few hours afterwards, M. Bompard arrived with a strong squadron to its relief; but hearing of the event immediately returned to Martinico.

period no material occurrence or event happened. On the 1st of March, 1766, he was created a baronet, and was, not long afterwards, invested with the Portsmouth command. This station he retained during the usually allotted period, having passed through it with that dull want of incident consequent to a time of profound peace. On Oct. 18, 1770, he was advanced to the rank of vice-admiral of the blue, and on the 24th ensuing of the white, as he was to that of the red on March 31, 1775; and, lastly, on Jan. 29, 1778, to be admiral of the blue. As he had no appointment posterior to that at Portsmouth, which we have already related, our farther account of this gentleman is necessarily confined to a mere memorandum of his several promotions, among which we must not forget to record, that he was, early in the year 1771, invested with the order of the Bath.

He died in the year 1779; and, notwithstanding the no small degree of obloquy raised against him on a particular occasion, which we have already pointed out, and, in justice to him, endeavoured to controvert, he left behind him, in the opinion of the impartial, unprejudiced and intelligent, the honestly earned character of an able, a judicious, a good officer, and of a worthy man.

PITMAN, John.—This gentleman was, on Feb. 8, 1742-3, appointed from the Cruiser sloop to be captain of the Aldborough, as successor to capt. Toms, who then removed into the Alderney. During the ensuing spring he was employed as a cruiser, in which occupation he had the good fortune to capture a valuable French prize from Martinico, bound to Havre de Grace. A gentleman of the same name was in the ensuing year commander of the Saltaish sloop of war on the coast of Scotland, and has been improperly confounded with this person; but the former never attained to the rank of captain, the Saltaish having overset not long after the time just mentioned; the commander and the major part, if not the whole of the crew, perished on that unfortunate occasion. Little other mention is made of capt. Pitman, except that, in 1745 and 1746, he was one of the members of the court-martials convened for the trials of the officers charged with misconduct in the Mediterranean, and commanded a ship, we believe the Canterbury, at the siege of Cape Breton. He died in England on the 5th of March, 1752.

POWLET,

**POWLET, Charles.**—The first mention we find made of this gentleman is his promotion, on Oct. 10, 1743, to be captain of the *Biddeford* frigate. He continued till the beginning of 1748 in the same vessel; he was then on the *Jamaica* station under commodore Dent, and is said to have been afterwards promoted to the *Falmouth*. At the end of that year he commanded the *Tilbury*, of sixty guns, one of the squadron under the orders of Mr. Knowles, who had arrived at Jamaica some time before to take the command, and promoted him to the ship he was then captain of. His conduct in the encounter with the Spanish admiral, Riggio, was, and, as it proved, very undeservedly censured by his commander, who did not openly and regularly prefer a specific charge against him, but threw out many insinuations which were at last productive of a court-martial. The investigation of his conduct ended much more honourably for him, than it had done just before for his commander-in-chief: suffice it to say, he was most honourably acquitted. No other particulars relative to this gentleman have come to our knowledge\*, except that, during a considerable part of the succeeding war, he was regulating captain at Winchester. He died April 4, 1762.

**PRATTEN, Edward,**—we find first mentioned as lieutenant of the *Suffolk*, under capt. Knowles, at the well-known and unfortunate attack on *La Guira*. In consequence of his gallantry displayed on that occasion, he was promoted to be commander of the *Pembroke* Prize; and from thence was, by the same patron, on the 2d of June, 1743, made captain of the *Eltham*. Out of this ship he was, not long afterwards, promoted to the command of the *Suffolk*, a third rate. The only occasion on which we find his name subsequently mentioned during the then existing war, is, that in the month of December 1747, he was one of the members of the court-martial assembled for the trial of captain Fox, of the *Kent*. Soon after the ratification of the treaty of peace, that is to say, in the

---

\* When earl Temple was on the point of quitting the admiralty-board, in 1756, captain Powlet was appointed to the *Royal William*, and was ordered to repair to town to take up his commission; but on his arrival was told there was no commission for him. The fact was, the junior lords of the admiralty took upon them to supercede the commission in order to serve friends of their own, as earl Temple went no more to the board.

month of January 1749, he appears to have commanded the Assurance, of forty-four guns; and in the month of April or May following to have removed into the Blandford frigate. After this time no particular notice is taken of him till about the month of April 1751, when he was made captain of the Prince Edward.

He removed, about the month of July following, into the Charlotte yacht; and we believe him to have retained this honourable, though far from conspicuous station, for some considerable time, no notice being taken of him till after the commencement of the war with France, in 1756. We believe him to have been one of the officers sent out to the Mediterranean, for the purpose of supplying the place of those who were ordered to England as evidences on the trial of Mr. Byng, as we find him reported to have been captain of the Buckingham, on that station, when the squadron was, at the conclusion of the year, commanded by sir Edward Hawke. About the month of July 1757, he removed into the Intrepid, and in the following year was commanding-officer of a small squadron, ordered to cruise to the westward. In this occupation he was extremely diligent and active; qualities which did not pass unrewarded, many prizes having been made by the ships under his orders; one of them, the Raifonable, a French man of war, mounting sixty-four guns, which was captured, after a smart action, by the Dorsetshire and Achilles. In 1759 he again served in the Mediterranean, and as a private captain in the squadron under the orders of Mr. Boscawen. He was present at the total defeat of Mr. De la Clue's squadron in the month of August; but having failed to assist captain Kirke in the destruction of the Ocean, the French commander's ship, which had ran ashore to preserve herself from being captured, he was superseded by the admiral, and not again employed. It does not appear that any court-martial was held for the purpose of enquiring into his conduct: and the whole of the charge advanced by the admiral, that was made public, is framed in the following flight and apparently indecisive terms. "I sent the Intrepid and America to destroy the Ocean; captain Pratten having anchored could not get in, but captain Kirke performed that service alone." Nevertheless he remained total suspension, deprived even of his half-pay, till the

the year 1762, when he was so far restored as to be put on the list of captains with his former rank. He did not, however, long survive this circumstance, dying on the 22d of October, 1763.

SAUMAREZ, Philip. — This gentleman was the descendant of a very respectable family in Guernsey\*. We find him first mentioned in the service as one of the lieutenants of the Centurion†, under Mr. Anson, at the time he proceeded in that ship on his expedition to the South Seas. On the promotion of Mr. Saunders to be commander of the Trial sloop‡, he became the first lieutenant to the commodore: and having already related at some length, in our account of that gentleman, the leading and most prominent occurrences of the voyage, we shall only remark, that at the time that ship was blown from her moorings off the island of Tinian, as already related in the account just mentioned§, Mr. Saumarez was the commanding officer then on board. Nothing short of the most indefatigable exertions, for the space of nineteen days, could have brought back that ship to her former station, considering the weakness of her crew, for, notwithstanding their number little exceeded one hundred persons, officers and all included, many of the people were, as a still farther encrease of their difficulties, in a very weak though convalescent state.

The capture of the Caba-Donga, better or more generally known as the Manilla galleon, is still fresh enough in the memory of all, to render needless any || addition to the account of that event, which has been already given. Mr. Saumarez, who had acted with the greatest activity and spirit during the action, was appointed commander of the prize, by Mr. Anson; from the date of which commission, on the 21st of June, 1743, he took rank as a captain in the navy. The subsequent events are immaterial. The prize having been disposed of by the commodore to the Chinese mer-

---

\* He was the son of Marhew De Saumarez, of the island of Guernsey, esq. and Ann Durell, his wife, a lady from Jersey: he was born on the 17th of November, 1710.

† At which time he was thirty years old, and had served in the royal navy upwards of fourteen years.

‡ Which vessel he himself acted as commander of, *pro tempore*, during the illness of captain Saunders.

§ Vol. iv. p. 113.

|| Vol. iv. p. 117.

chants, Mr. Saumarez returned to England in a private capacity. His first appointment after his arrival was to the *Sandwich*, a second rate; in which station he had no opportunity of displaying that gallant spirit which was inherent in him, and which at last, most unfortunately for his country and his friends, produced his very untimely death.

Early in the month of October 1746, he was made captain of the *Nottingham*, a ship of sixty guns, as successor to lord Graham, who was taken suddenly ill; and being ordered out on a cruise\* fell in with, on the 11th, a French ship of war, called the *Mars*, mounting sixty-four guns, the lower tier of which were brass. We cannot help remarking, that we do not think sufficient justice was done this brave man, in the account officially published of this transaction, which is related, in the *Gazette*, in the following slight and cursory manner:

“ Plymouth, October the 21st. His majesty’s ship the *Nottingham* has brought in hither the *Mars*, a French man of war, of sixty-four guns and five hundred and fifty men, which she met with off Cape Clear, and took after an engagement of two hours, wherein the *Nottingham* lost but three or four men, the *Mars* forty.”

In the early part of the year ensuing, he continued under the command of Mr. Anson, and was present with him at the encounter with the French squadron under Jonquiere. Having received very trivial injury in the preceding action, he was one of the three commanders dispatched in the evening, after the admiral brought to, in pursuit of the convoy, which was then four or five leagues distant. Such, however, were the diligence and activity of Mr. Saumarez and his companions, that the *Modeste* and *Vigilant*, mounting twenty-two guns each, and six prizes of inferior consequence, were captured by them on the following day.

We now come to the last occurrence which graces the life of this brave and worthy man. The *Nottingham* was one of the ships composing the squadron sent out under

---

\* Subject to the orders of his former commander and friend, admiral Anson.

rear-admiral Hawke, in the month of August, to cruise for the French Squadron then fitting for sea, to be commanded by monsieur L'Etendiere. After an anxious interval of two months, the enemy, who had for some time delayed their departure, were discovered to the westward of Cape Finisterre. In the action which consequently took place, Mr. Saumarez bore a very conspicuous share; and eager in the pursuit of the Intrepide and Tonnant, which were endeavouring to make their escape under the cover of the night, he came up with those ships about eight o'clock in the evening. After having engaged them some time, he was unfortunately killed, an accident which terminated an unsuccessful though glorious contest.

Captain Saumarez was, at the time of his death, in the 37th year of his age. His body, being brought to England, was interred in the old church at Plymouth, and a plain but neat monument was erected to his memory in Westminster-abbey, by his surviving brothers and sisters.

**SCOTT, Arthur\***.—The first intelligence we have been able to procure relative to this gentleman is, that he was on the Mediterranean station one of the lieutenants to

---

\* A particular though concise account of the private biography of this gentleman is given in his epitaph.

In a side chancel belonging to Brabourn church, Kent, against the wall, is a marble with this inscription.

Near this place lie the remains of  
**ARTHUR SCOTT,**  
 Son of George Scott, of Scott Hall,  
 By Cecilia his 2d wife, daughter of sir Edward Deering, bart.  
 Of Surrenden in this county.  
 He married Mary, the eldest daughter of the hon. Charles Compton,  
 And sister to the present earl of Northampton,  
 But left no issue.  
 He was commander of one of his majesty's ships of war 1743,  
 And commissioner of the royal navy 1754.  
 He died the 27th day of February 1756,  
 Aged 37 years and 9 months,  
 Greatly lamented by his family and friends.  
 In this world respected by his superiors,  
 Beloved by all.  
 An ornament to his profession,  
 An honour to his country,  
 A friend to mankind.

Erected 1759, at the desire of Wm. Scott, brother to the deceased.

Mr.



Mr. Mathews, who promoted him to be captain of the *Rochester*, a fifty-gun ship, on the 4th of August, 1743. We find no subsequent mention made of him till the year 1746, when he was ordered to the Baltic with a convoy, in what ship does not appear, for he quitted the *Rochester*, to say the latest, in the month of July 1744. In 1747 he was captain of the *Lion*, and distinguished himself exceedingly under rear-admiral Hawke, in the encounter with the French squadron under L'Etendiere. The French chef d'escadre, payed him, and captain Watson of the *Princess Louisa*, the highest compliments on account of their gallantry, having attributed his defeat as in great measure owing to their exertions, in stopping and bringing to action the rear of his force till the remainder of the British squadron got up. In 1748 he commanded at the Nore with the rank of commodore\*. No other particulars occur relative to this gentleman till the year 1754, when, as related in his epitaph, he retired from the line of active service, on being appointed commissioner of the navy resident at Chatham. He held this office only till the year ensuing, when he was made extra-commissioner of the navy, and died in that office, at the time already stated.

SIMCOE, John. — The name of this gentleman is omitted in many of the navy lists we have seen. In some of them he is stated to have been promoted to the rank of captain in the navy, and appointed to the *Kent* on the 28th of December, 1743; but Mr. Hardy states his first commission to have been to the *Falmouth*, agreeing, however, with the date just given. We find no other mention made, not even of the commands held by this gentleman, till the latter end of the year 1756, when he was captain of one of the ships then lying at Portsmouth, and was one of the members of the court-martial convened, in the month of December, for the trial of admiral Byng. Nothing farther occurs relative to him, except that, in 1758, he commanded the *Pembroke*, one of the fleet ordered in the ensuing year on the expedition against Quebec. He died on board that ship, in the river St. Laurence, on the 14th of May, before any operations had taken place.

---

\* In the month of July he was president of the court-martial held on Mr. Tymewell, for killing captain Gregory.

June, with the homeward-bound trade under his convoy, he captured, when on his passage, a very valuable French ship from Martinico, called the *Mentor*. His ship being refitted, it was employed, during the summer of the year 1745, as a cruiser in the Channel, a service in which he acquired no inconsiderable share of renown\*. He continued in the *Fowey* till the year 1747, when, still retaining the same command, he was ordered out to America. From thence he proceeded to St. Christopher's and Jamaica, in the month of January 1747-8, with commodore Knowles.

Soon after the arrival of the squadron at the last-mentioned station, on which it was intended to remain, captain Taylor was promoted to the *Elizabeth*, of sixty-four guns, and attended Mr. Knowles, who was by this time promoted to be a flag officer, on his successful expedition against Port Louis, and the subsequent one against St. Jago de Cuba, which, as is well known, did not terminate so happily. After the return of the squadron to Jamaica,

---

\* The following official account is given of a very spirited encounter, in which he appears to have eminently distinguished himself.

“ Admiralty-office, June the 18th.

“ His majesty's ship the *Fowey*, captain Taylor commander, on Wednesday last, the 12th instant, about noon. Cape Antifer, on the coast of Normandy, bearing S.S.W. six leagues, saw a sail giving him chase; which soon perceiving her mistake, hawled down her colours and made sail for the French shore. She anchored in the bay of Feschampe, about five leagues to the eastward of Cape Antifer, which being clear of rocks and shoals, captain Taylor ventured in; and the privateer observing it, cut his cable, ran near to a fort of six guns, and came to an anchor. At half an hour past four the *Fowey* anchored within half point blank shot of her. She was a ship of twenty-six guns, and discharged them at the *Fowey*, as did also the fort; but upon a boat coming on board she cut her cable and made for the pier. One of her pilots having lost his head, and the other his thigh, the crew were obliged to trust to their sailing; and in about an hour after the *Fowey* forced the vessel on shore on the beach, about two miles to the eastward of Feschampe. Captain Taylor sent his boats on board her with directions to burn her, as it was the tide of ebb and no place to lie long at: but finding one hundred and fifty men on board, many small rocks about her, which made so great a sea that it was impossible to take the men out, was obliged to leave her upon her broadside, bilged, her fore-mast gone, her lee gunnel broke, guns spiked, small arms rolled over board, and in other respects completely disabled. All the men on board are supposed to be drowned, except the captain, officers and men brought into Spithead by the *Fowey*, which are in all not above forty. She was called the *Griffin*, of St. Malo.”

Mr.

Mr. Taylor was taken, by the admiral, to be his own captain in the Cornwall. In this capacity he served in the encounter with the Spanish Squadron, under Reggio; but peace taking place almost immediately subsequent to that event, and the admiral, together with the greater part of his Squadron, returning quickly afterwards to England, no farther mention is made of any command held by this gentleman till the month of April 1756, when he was appointed captain of the Prince George, a second rate. He did not long continue in that ship, being, soon afterwards, removed, we believe, into the Royal William. He is said to have commanded some other ships subsequent to this time\*; and also to have been, for one or two cruises, captain to sir Edward Hawke. In 1762 he retired from the service with the rank and half-pay of a rear-admiral on the superannuated list, and continued ever afterwards to live totally in retirement, principally residing in the bishoprick of Durham, where he died sometime in the course of the year 1780.

TOMS, Peter†.—We find this gentleman, at the end of the year 1742, commander of the Saltash sloop of war. From this vessel he was, on the 12th of February, 1742-3, promoted to be captain of the Alderney, a twenty-gun ship. He retained this command upwards of two years, as we find him in the same ship, in the month of February 1744-5, stationed off the coast of Portugal. While thus employed, he is mentioned only as the captor of a French merchant-ship, called the Badine, of one hundred and fifty tons, six guns, and thirty-one men, laden with provisions and stores, from Rochelle for the colony of St. Domingo. In 1745 he removed into the Lizard, also a twenty-gun ship; and from thence quickly afterwards into the Hornet‡, a vessel of the same force with the two preceding: but no anecdotes, or particulars concerning him have come to our knowledge during the time

---

\* The Ramillies in particular, in 1758. On this account he has been frequently confounded with captain Wittewrong Taylor, who commanded that unfortunate ship at the time it was lost.

† He is said to have previously been first lieutenant of the Norfolk.

‡ This vessel, as well as the Lizard, were both on the sloop establishment, though captain Toms had the rank of a post captain.

he held those commands, or, indeed, while he continued in the service.

In 1762 he retired from it altogether, and was put on the superannuated list with the rank and half-pay of a rear-admiral; but did not long enjoy this honourable kind of pension, dying at his house in Martham-street, Westminster, on the 20th of February, 1763.

**TYRREL, Richard.**—This gentleman we believe to have been introduced into the navy under the patronage and care of that brave and ever-to-be-revered character sir Peter Warren, who was his uncle. His first appointment in the rank of post captain was, according to Mr. Hardy, to the *Superbe*; but, from more authentic information, we find his first commission, which is dated on the 26th of December, 1743, was to the *Launceston* \*.

No circumstances, whatever, relative to this gentleman are known to us till the year 1755, when he was captain of the *Ipswich*, of sixty-four guns, one of the ships put into commission at Plymouth, we believe in consequence of

\* In 1748 he commanded a frigate in the West Indies, where a very disagreeable affair, which might have terminated very seriously, occurred; and on which occasion his behaviour is recorded in the following very handsome terms by Smollet.

“ In the beginning of the year the governor of Barbadoes having received intelligence that the French had begun to settle the island of Tobago, sent thither captain Tyrrel, in a frigate, to learn the particulars. That officer found above three hundred men already landed, secured by two batteries and two ships of war, and in daily expectation of a farther reinforcement from the marquis de Caylus, governor of Martinique, who had published an ordinance, authorizing the subjects of the French king to settle the island of Tobago, and promising to defend them from the attempts of all their enemies. This assurance was in answer to a proclamation, issued by Mr. Greenville, governor of Barbadoes, and stuck up in different parts of the island, commanding all the inhabitants to remove, in thirty days, on pain of undergoing military execution.

“ Captain Tyrrel, with a spirit that became a commander in the British navy, gave the French officers to understand, that his most christian majesty had no right to settle the island, which was declared neutral by treaties; and that if they would not desist, he should be obliged to employ force in driving them from their new settlement. Night coming on, and Mr. Tyrrel's ship falling to leeward, the French captains seized that opportunity of sailing to Martinique; and next day the English commander returned to Barbadoes, having no power to commit hostilities.”

the

the apprehended rupture with France. History, and every other kind or species of information, are again silent concerning him, till his appointment to the Buckingham, which took place not long after the declaration of war. He was soon ordered to the West Indies, where we find him, in 1758, in company with the Cambridge, attacking a small fort in Grand Anse Bay, in the island of Martinico. It was destroyed and levelled with the ground: no material loss or injury being sustained by the gallant assailants: three out of four privateers which lay under its protection were destroyed; the fourth being carried to sea with them, was converted into a tender. An answer made by this brave and worthy man, to his men, who, flushed with victory, wished to destroy a neighbouring village, is too honourable to his humane disposition to be suppressed.

“Gentlemen (said he) it is beneath us to render a number of poor people miserable by destroying their habitations and little conveniences of life. Brave Englishmen scorn to distress even their enemies when not actually in arms against them.”

In the month of November he distinguished himself in that very memorable and well-known encounter with the *Florissant*, of seventy-four guns, and two large French frigates, the account of which we shall give as related in his own letter to commodore Moore, then commander-in-chief on that station.

“Agreeable to your orders I sailed on Thursday night from St. John’s road; the next morning I got between Guadalupe and Montserrat, and gave chase to a sail we espied in the N.W. which proved to be his majesty’s sloop *Weazle*; upon enquiry, having found that she had not met his majesty’s ship *Bristol*, I ordered captain Boles to come on board for directions as to his farther proceedings.

“While his orders were writing out, we discovered a fleet of nineteen sail W.S.W. standing to the S.S.W. upon which we immediately gave chase with all the sail we could possibly croud. About two o’clock we discovered that they were convoyed by a French man of war of seventy-four guns and two large frigates. About half an hour after two the *Weazle* got so close as to receive a whole

whole broadside from the seventy-four gun ship, which did her little or no damage. I then made the signal to call the Weazle off, and gave her lieutenant orders not to go near the seventy-four gun ship, or the frigates, as the smallest of the latter was vastly superior to him in force. By following this advice he could not come to fire a shot during the whole action, neither, indeed, could he have been of any service.

“ While I made all the sail I could, they were jogging on under their fore-sails and top-sails, and when we came up within half gun-shot, they made a running fight, firing their stern-chace. The frigates, sometimes raking fore and aft, annoyed me very much, but also so retarded their own way, that I got up with my bowsprit almost over the Florissant's stern. Finding I could not bring the enemy to a general action, I gave the Buckingham a yaw under his lee, and threw into him a noble dose of great guns and small arms, at about the distance of half musket-shot, which he soon after returned, and damaged my rigging, masts and sails considerably. The largest frigate being very troublesome, I gave him a few of my lower-deck pills, and sent him running like a lusty fellow, so that he never returned into action again. The Florissant likewise bore away, by which means he got under my lee and exchanged three or four broadsides (endeavouring still to keep at a distance from me) which killed and wounded some of my men. I presume however we did him as much damage, as our men were very cool, took good aim, were under good discipline, and fought with a true English spirit.

“ An unlucky broadside from the French made some slaughter on my quarter-deck, at the same time I myself was wounded, losing three fingers of my right hand, and receiving a small wound over my right eye, which, by the effusion of blood, blinded me for a little while: I also had several contusions from splinters; but recovering immediately, I would not go off the deck till the loss of blood began to weaken me. The master and lieutenant of marines were dangerously wounded at the same time.

“ I called to my people to stand by, and do their duty, which they promised with the greatest cheerfulness. I then went down and got the blood stopped, but returned upon  
deck

deck again; till finding the strain made my wounds bleed afresh, I sent for the first lieutenant, and told him to take the command of the deck for a time. He answered me that he would run alongside the *Florissant* yard-arm and yard-arm, and fight to the last gasp. Upon which I made a speech to the men exhorting them to do their utmost, which they cheerfully promised, and gave three cheers.

“ I went down a second time much more easy than before. Poor Mr. Marshall was as good as his word; he got board and board with the *Florissant*, and received a broadside from her, which killed him as he was encouraging the men; thus he died an honour to his country, and to the service. The second lieutenant then came upon deck and fought the ship bravely, yard-arm and yard-arm. We silenced the *Florissant* for some time; and she hawled down her colours, but after that, fired about eleven of her lower tier, and gave us a volley of small arms; which our people returned with great fury, giving her three broadsides, she not returning even a single gun. Captain Troy at the same time, at the head of his marines, performed the service of a brave and gallant officer, clearing the *Florissant*'s poop and quarter-deck, and driving her men, like sheep, down their main-deck. Our top men were not idle, they plied their hand-grenades and swivels to excellent purpose. It is impossible to describe the uproar and confusion the French were in.

“ It being now dark, and we having all the rigging in the ship shot away, the enemy seeing our condition, took the opportunity, set her fore-sail and top-gallant sails, and ran away. We endeavoured to pursue her with what rags of sails we had left, but to no purpose. Thus we lost one of the finest two-deck ships my eyes ever beheld.

“ I cannot bestow encomiums too great on the people and officers behaviour, and I hope you will strenuously recommend the latter to the lords of the admiralty, as they richly deserve their favour. Notwithstanding the great fatigue the ship's company had experienced during the day, they cheerfully continued up all night knotting and splicing the rigging and bending the sails.

“ I flatter myself, when you reflect that one of the ships of your Squadron, with no more than sixty-five guns

(as you know some of them were disabled last January, and not supplied) and four hundred and seventy-two well men at quarters, should beat three frigates of war, one of seventy-four guns, and seven hundred men; another of thirty-eight guns, three hundred and fifty men; and one of twenty-eight guns, two hundred and fifty men; you will not think we have been deficient in our duty. If we had had the good luck to join the Bristol it would have crowned all.

" Captain Boles being on board the Buckingham I gave him directions to go down and superintend the lower deck, which he performed with great alacrity.

" As we have been so greatly damaged in our masts, yards, sails and rigging, particularly our masts, I have thought proper to send the carpenter of the Buckingham, as he can better give you an account, by word of mouth, of what fishes we shall want, than I can in many words of writing.

" Before I conclude I cannot help representing to you the inhuman, ungenerous and barbarous behaviour of the French during the action: no rascally piccaroon, or pirate, could have fired worse stuff into us than they did; such as square bits of iron, old rusty nails, and, in short, every thing that could tend to the destruction of men; a specimen of which, please God, I shall produce to you upon my arrival.

" I send you inclosed a list of the slain and wounded.

" Killed; 1 officer, 5 seamen, 1 marine.

" Slightly wounded; 2 midshipmen, 26 seamen, 3 marines.

" Died of their wounds; 1 midshipman, 1 seaman."

" N. B. The officer killed was Mr. George Marthall, first lieutenant; and the officers wounded were, captain Tyrrell; Mr. Matthew Winterborne, master; and Mr. Harris, lieutenant of marines\*."

---

\* Smollett adds, on what authority we know not, though we do not disbelieve the truth of it, that the number of slain on board the *Fleur-de-lis* did not fall short of one hundred and eighty, and that her wounded are said to have exceeded three hundred. She was so disabled in her hull that she could hardly be kept afloat until she reached Martinique, where she was repaired; and the largest frigate, together with the loss of forty men, received so much damage as to be for some time quite unserviceable.



No farther particular mention is made of Mr. Tyrrell during the time he continued in the West Indies, from whence he returned in the month of March, with the dispatches from commodore Moore, containing an account of the attack made, in the month of January preceding, on the island of Martinico; and that more successful one, which succeeded it, on Guadaloupe. It is almost needless to add, he was most graciously and affectionately received by his majesty, to whom he was introduced, immediately on his arrival, by lord Anson.

In the month of August following he was appointed captain of the *Foudroyant*, a ship of eighty guns, taken not long before from the French, and esteemed, at that time, the finest of her rate, in the British service. How long he continued in this command does not appear, nor do we find any other particulars related, concerning him, during the time he remained a private captain. In the month of October 1762, he was advanced to the rank of rear-admiral of the white, which was the first flag he ever held; but does not appear to have been actually employed till after the conclusion of the war, when he was appointed commander-in-chief on the Antigua station. By his vigilance and attention, he, in 1765, defeated a scheme the French had in agitation, of forming a settlement on some of the islands in the neighbourhood of Cayenne, the particulars of which discovery he carefully transmitted to government. This is the only material mention we find made of him during the time he held the above command, which he quitted in the following year. Unhappily dying on board the *Princess Louisa*, his flag ship, when on his return to England, on the 27th of June, 1766\*, his corpse was, at his own desire, thrown into the sea †.

WATKINS,

---

\* His widow married, in 1767, Robert Fulton, esq. His mother died in 1771, at the very advanced age of 99, in Little Ormond-street.

† A very magnificent monument was erected to his memory in Westminster-abbey, of which the following is a description, with the epitaph subjoined.

It was designed and executed by that ingenious artist Mr. Read, who was pupil to the celebrated Mr. Roubiliac. On the top of the monument is an archangel descending with a trumpet, summoning the admiral to eternity from the sea. The clouds moving and separating discover the celestial light, and choir of cherubs, who appear singing praises to the Almighty Creator. The back ground representing darkness.

**WATKINS, Richard**,—from being commander of the *Pembroke Prize*, was removed into a bomb-ketch, and, on the 24th of February, 1743, promoted to be captain of the *Eltham* \*. We have no information whatever

---

darkness. The admiral's countenance, with his right hand to his breast, is expressive of conscientious hope, while the position of his left arm appears significant of his seeing something awful and impressive. He appears rising out of the sea from behind a large rock, whereon are placed his arms, with the emblems of valour, prudence, and justice. The sea is discerned over the rock at the extremity of sight, where clouds and water seem to join. On one side of it an angel has written this inscription, "The sea shall give up her dead, and every one shall be rewarded according to their works." In her left hand is a celestial crown, the reward of virtue; and her right hand is extended towards the admiral with a countenance full of joy and happiness. *Hibernia*, leaning on a globe, with her finger on that part of it where his body was committed to the sea, appears lamenting the loss of her favourite son, in all the agony of heart-felt grief. On one side the rock is the *Buckingham* (the admiral's ship) with the masts appearing imperfect. On the other side a large flag with the trophies of war; near which is the following inscription.

Sacred to the memory of **Richard Tyrrel, esq.** who was descended from an ancient family in Ireland, and died rear-admiral of the white on the 26th day of June, 1766, in the 50th year of his age. Devoted from his youth to the naval service of his country, and being formed under the discipline and animated by the example of his renowned uncle, sir Peter Warren, he distinguished himself as an able and experienced officer in many gallant actions, particularly on the 3d of November, 1758, when commanding the *Buckingham*, of sixty-six guns, and four hundred and seventy-two men, he attacked and defeated three French ships of war, one of which was the *Florissant*, of seventy-four guns, and seven hundred men: but the *Buckingham* being too much disabled to take possession of her after she had struck, the enemy, under the cover of the night, escaped. In this action he received several wounds, and lost three fingers of his right hand. Dying on his return to England from the Leeward Islands, where he had for three years commanded a squadron of his majesty's ships, his body, according to his own desire, was committed to the sea, with the proper honours and ceremonies.

\* Many accounts say the *Dursley* galley; but this is a mistake, occasioned merely by a confusion between this gentleman and captain **R. Watkins**, his brother, who was appointed to the *Dursley* galley, and

ever of the commands held by this gentleman, or the stations on which he was employed, till the year 1756, when he commanded the *Blandford*, of 20 guns, but how long previous to that time we know not; as also whether he was captain of that vessel at the time it was captured, in 1755, on its passage to Carolina, with Mr. Littleton, the newly appointed governor of that settlement, on board as a passenger. It was, as is well known, immediately released by order of the French court. This gentleman was tried by a court-martial at Antigua, in 1757, on a charge of having disobeyed orders; which being proved, he was sentenced to be dismissed the service. He was afterwards restored to his rank, but not employed, being superannuated on the rank and half-pay of a rear-admiral, on the 15th of March, 1763. He died in England in the course of the month of April 1770.

WATKINS, John,—was the brother to the gentleman last-mentioned. He was first, commander of the *Carcase* bomb, and from thence, on the 4th of August, 1743, was advanced to the rank of post captain, and appointed to the *Dursley Galley* frigate; from this vessel he was quickly promoted to the *Feverham*; and from thence to the *Newcastle*, one of the Mediterranean fleet, under Mr. Mathews; in which ship he afterwards returned to England. His subsequent occupations and services are unknown\*, as well as all other particulars

con-

and of whom we shall presently speak. The fact is, he had been some time before appointed acting captain of the *Eltham*, as at the attack of *La Guira*, which took place on the 19th of February, he certainly was in that capacity, and the following return of the damages sustained by the *Eltham* will very forcibly prove, how considerable and honourable a share that ship, which only carried forty guns, held in the above unsuccessful, and, indeed, disastrous encounter.

“*Eltham*, captain Watkins, damages received. Forty-four shot through the hull, thirteen between wind and water; the main-mast shot in five places, the mizen-top-mast through and through, the mizen-yard cut in two; one shot in the bowsprit; the booms, spare top-masts and fishes cut to pieces; some guns dismounted, three of which are quite unserviceable; fourteen men killed, fifty-five wounded.”

\* We must except the following little anecdote concerning his service, which is far too honourable to his character to be omitted.

He

concerning him, except that he died in England on the 24th of February, 1757.

YOUNG, James,—was, in the earlier part of his service, a midshipman on board the Gloucester, at that time commanded by captain Clinton, we believe the ship he had his broad pendant on board of, as commodore and commander-in-chief on the Mediterranean station. In 1739 he was lieutenant of the Lancaster, captain Caylor; in which ship we believe him to have continued till Mr. Mathews was appointed commander-in-chief on the Mediterranean station. Mr. Young was then appointed to the same station under him, and was advanced first to be commander of the Salamander bomb-ketch; and on May 16, 1743, was promoted to be captain of the Kennington, of twenty guns. His first appointment as a post captain is erroneously stated, by Mr. Hardy and others, to have been to the Neptune, a second rate: whatever might have been the subsequent commands or stations on which he was employed, we have not been able to collect any

He was one of the commanders under the orders of captain Powlett, afterwards duke of Bolton, when detached by Mr. Mathews to Civita Vecchia, as related vol. iii. p. 260. Two of the Papal galleys were then in the port, having put in there while the British ships lay off, and before they had orders to proceed to extremities. It was, not long afterwards, determined to attempt burning them in the harbour. Two frigates on guard the Tyber were therefore detained, and fitted up as fire ships for that purpose: the boats of the different ships were ordered to attend them, the whole enterprise to be under the command of captain Watkins, who was the junior captain, and to whom, according to the general custom of the service, the direction of such an undertaking, as it were of right, belonged. Captain Hordell, who was a post captain, and was a senior officer, insisted that the command should be entrusted to him. Captain Watkins of course yielded up his claim, but insisted on attending as a volunteer. When the boats and frigates had proceeded to the very entrance of the harbour, the sentinels were heard passing the word, and the bells ringing the hour: every thing else was quiet and appeared to be asleep. Captain Hordell, however, alarmed at the foregoing circumstance, ordered his people to lay on their oars, and asked the advice of captain Watkins. Whether it would be prudent to proceed? the latter firmly replied. He was not there to give advice, but to obey orders. The same question was afterwards proposed to other officers of less rank, who unanimously returned the same answer. But captain Hordell, thinking the enemy had taken the alarm, ordered the boats, &c. to return.

parti-



particulars concerning him till the month either of March or April 1748; he was then appointed to the *Dunkirk*, one of the ships which we believe to have been employed in the Mediterranean. In the month of February 1752, he was made captain of the *Jason*; and after an interval of more than three years, during which time we again remain unacquainted with any particulars concerning him, was, in the month of July or August 1755, appointed to the *Newark*, of eighty guns. He did not long retain the same command, being, in the month of October following, made captain of the *Intrepid*. He was one of the commanders ordered out in the ensuing spring, under the unfortunate admiral Byng, to the Mediterranean, and was one of those who were most materially engaged, having had forty-eight men killed and wounded, a loss greater than that sustained by any ship in the Squadron, the *Defiance* excepted. At the very commencement of the action the *Intrepid* had her fore-top-mast shot away, so that it hung in the fore-sail, and backing it, rendered the ship totally unmanageable, the fore-tack and braces being cut at the same time\*. Captain Young being ordered home not long afterwards as an evidence on the trial of admiral Byng, was one of those whose testimony, though given with the greatest candour†, appears to have borne hardest on that gentleman, in

---

\* Mr. Byng states this circumstance, and its consequences, at some length in his dispatches, see vol. iv. p. 150, et seq.

† See vol. iv. p. 177, his evidence was precisely as follows.

“ He did not perceive that the loss of his fore-top mast occasioned any impediment to the rear division in going down and engaging, nor that it endangered any ship being on board him, as he was so far to leeward that they might have wore clear of him and gone down to the enemy, as they did about three quarters of an hour afterwards; that if the rear division had bore down as the van did, they might have come up as near the enemy; and if they had bore in a line of battle abreast, there would have been no danger of their being on board each other, as every ship appeared to him to have room to wear. He deposed also, that there was no possibility of bringing on a general engagement without the admiral and rear division had gone down right before the wind upon the enemy, and carried more sail than the van, their distance being greater; he said his ship was in a bad condition, so that all her ground tier of powder was spoiled; that she was also indifferently manned,

in his most affable point, his want of that proper spirit of enterprize, which is at all times an essential to constitute a good and complete officer. In 1757 he commanded the *Burford*, one of the fleet sent, under sir E. Hawke, on the expedition against *Rochfort*.

The next interesting notice we find taken of this gentleman was not till the year 1759, when he was on board the *Mars*, of seventy four guns, with the rank of commodore. In this ship he was present at the glorious encounter between the British fleet, under sir Edward Hawke, and that of France, commanded by monsieur Conflans; but being in the rear at the commencement of the action, could not otherwise manifest his spirit and zeal than by crowding all the sail he could to get up\* with the commander-in-chief, a point he had nearly effected, when darkness put a premature period to the contest. Immediately after the action, he was detached, by sir E. Hawke, to Queen's Bay, with a squadron of five ships to search for any stragglers, or disabled ships, belonging to the enemy's fleet, which might have escaped out of the battle; but in this employment he was not fortunate enough to meet with that success his diligence and gallantry merited. Captain Young continued in the *Mars*, we believe, nearly till the conclusion of the war; and in the month of September 1764, being then on a cruise off Cape Horn, is officially mentioned as the captor of a great French privateer belonging to St. Malo's, called the *Amarante*. Towards the conclusion of the year he was advanced to be rear-admiral of the red, but peace being, as is well known, shortly afterwards concluded, he does not appear to have accepted of any command. On the 28th of October, 1770, he was advanced to be vice-admiral of the white; as he was farther, on the 31st of March, 1775, to be vice-admiral of the red.

manned, but that none of these defects were a detriment to him in the engagement. He deposed also that one French fleet went off, to all appearance, without damage, except the loss of one ship-hull yard; and that our fleet was not in a condition to attack them at any time before the conclusion of war.

\* *Brit. Nav. vol. iv. p. 119.*

† In this year he was appointed Rear-admiral of the Red.

On the commencement of the American war Mr. Young was appointed to command at Antigua, whither he immediately repaired, having his flag on board the Portland. He appears to have been singularly alert, and to have met with a very considerable share of success in the capture of a multitude of vessels, many of them of no inconsiderable value. In the year 1778 he quitted his command, and returned to England, where he arrived on the 3d of July, on board the Portland: shortly after which he was advanced to be admiral of the white. From this time he became no more connected with the public service, living in perfect retirement, respected, honoured, and revered by all naval commanders, who, knowing his manifold deserts, were best qualified to estimate their worth and consequence. He died in London, at an advanced age, on the 24th of January, 1789, having survived his brother, William Young, esq. only twelve days.

## 1744.

AMHERST, John, — was the third son of Jeffery Amherst, esq. a bencher of Lincoln's Inn, and Elizabeth his wife, daughter of Thomas Kerril, of Hadlow, in the county of Kent, esq. After having acted as midshipman on board the Somerset, about the year 1738, under rear-admiral Haddock, he was sometime afterwards promoted by him to the rank of lieutenant, and served progressively, on the Mediterranean station, on board the Dragon and Sunderland. He afterwards acquired the patronage and protection of lord Anson, with whom he is very erroneously reported, by some, to have proceeded on his voyage round the world, and to have been, under the same auspices, promoted to the rank of lieutenant. His first commission, as a post captain, was to the Success, bearing date December the 29th, 1744; from thence he is said to have been removed, about the month of September following, into the South Sea Castle. At the latter end of the war he served in the East Indies under Mr. Griffin, but as captain of what particular ship is not mentioned. Returning from thence immediately on the arrangement of

peace taking place, if not previous to the actual cessation of hostilities in that quarter of the world, we find him afterwards, in 1750, one of the witnesses examined on the trial of Mr. Griffin, at Portsmouth, whose behaviour his evidence criminated in no slight degree.

After this time we do not find the smallest mention made of him, till the beginning of the year 1753, when he was appointed captain of the *Mars*, of sixty-four guns, commissioned as a guardship at Plymouth. When a rupture was, in 1755, daily expected with France, and it was resolved in consequence, by government, to dispatch a Squadron to North America, under the orders of Mr. Boscawen, the *Mars*, of which ship Mr. Amherst still continued captain, was one of the fleet allotted for that service: he accordingly sailed with the admiral above-mentioned, in the month of April; but in going into Halifax, in the month of June, the *Mars* was unfortunately lost, through the ignorance of the pilot, who was conducting it into the harbour. The crew, together with the guns, as well as a considerable part of the stores, were saved; and Mr. Amherst being, according to the rules and custom of the service, tried by a court-martial, was most honourably acquitted of all blame. Immediately after his return to England he was appointed to the *Deptford*, of fifty guns, one of the fleet dispatched, in the ensuing spring, for the Mediterranean, under the orders of the unfortunate Mr. Byng. The *Deptford* was in no degree concerned in the encounter with the French fleet off Toulon, for, being the smallest in the British Squadron, and consequently the least capable of resisting the attacks of an heavy French ship of war, Mr. Byng made the signal for captain Amherst to quit the line, in order, as he himself urged, by way of explanation for this conduct, that the number of ships drawn into each line might be equal.

After the *Intrepid*, captain Young, was disabled, the *Deptford* was ordered to take her station; but the action had then ceased, and was not, as is well known, afterwards renewed. Captain Catford, who commanded the *Captain*, of seventy guns, being ordered home as an evidence on the trial of Mr. Byng, Mr. Amherst was appointed his successor; and returning to England at the  
close



close of the year, was, in the ensuing spring, ordered on the projected expedition against Louisburg, with the fleet commanded by Mr. Holburne. Here nothing material appears to have occurred. In 1758 he continued to be employed in the same line of service and station, under the better auspices of Mr. Boscawen. After the surrender of the place he convoyed four regiments, and the second battalion of Royal Scots, back to Boston, where they were to be wintered, his brother the general, afterwards lord Amherst, who had commanded at the siege, taking his passage with him. This gentleman is not again mentioned till the beginning of the year 1761, when he was made captain of the *Arrogant*, a new ship of seventy-four guns, just launched. Little other consequential mention is made of him during the time he continued a private captain; all the information we have been able to collect being merely accounts of him as a member, or sometimes president of some courts-martial of trivial consequence\*; an occupation, for which his natural mildness, patience, and inflexible integrity appeared peculiarly to qualify him, though an occupation by no means pleasant.

In 1765 he was very deservedly raised to the rank of a flag-officer, being appointed rear-admiral of the blue; in October 1770, he experienced a second promotion, to be vice-admiral of the same squadron. On the 3d of January, 1776, having before this time been appointed to command at Plymouth, he was made vice-admiral of the white; and, in the ensuing year, vice of the red; and, after a very short interval, admiral of the blue. The latter promotion he did not long enjoy, dying suddenly, as it is said, at Gosport, on the 14th of February, 1778, having, till the time of his death, retained the Plymouth command. Of his character, suffice it to say, that as few men have lived more universally beloved, so have scarcely any died more

---

\* To descend to particulars: he was, in July 1761, one of the members of a court-martial held on board his own ship, for the trial of captain James Allen, for the loss of the *Speedwell* sloop, captured in the harbour of Vigo, by the *Achilles* French ship of war, of sixty-four guns, when captain Allen was not only most honourably acquitted, but the capture was declared illegal and contrary to the laws of nations. In the month of February 1762, he was president of a court held, on board the *Union*, for the trial of some deserters.

sincerely lamented\*. He married Anne, daughter of Thomas Lindley, of Portsmouth, esq. but left no issue.

---

\* The following description of a monument erected by Jeffery, the late lord Amherst, to the joint memory of this gentleman and his brother, William Amherst, together with the inscriptions, will probably not be unacceptable.

**SEVENOAKS Church (Kent).**

In the church, on the south side, is an elegant mural monument dedicated to the memory of two distinguished naval and military officers, related to lord Amherst, of Montreal in this county, decorated with naval and military insignia.

On the urn is inscribed as follows,

**JOHN AMHERST**  
Died February 14th, 1778, aged 59.

**WILLIAM AMHERST**  
Died May 13th, 1781, aged 49,  
And left two children;

**William Pitt,**  
Born January 14th, 1773;  
**And Elizabeth Frances,**  
Born Jan. 23d, 1774.

Beneath, on a beautiful flat marble, is thus inscribed,

Near this place are deposited,  
The remains of **JOHN AMHERST**, esq.  
Admiral of the blue squadron of his majesty's fleet,  
And of lieutenant-general **WILLIAM AMHERST**,  
Colonel of the 3d regiment of foot,  
And adjutant-general of his majesty's forces,  
Two of the sons  
Of Jeffery Amherst, esq. of Brook's-place in this parish,  
By Elizabeth his wife.

They entered early into the military line,  
And served with ardour in their country's cause.  
The rank they obtained by their sovereign's favour  
Proved the merit of their public services,  
And was equally their honour and reward.  
Universally esteemed when living,  
Their death is sincerely lamented.

In memory  
Of the unvariable and mutual affection of these brothers,  
Jeffery, Lord Amherst,  
Caused this monument to be erected 1781.

**BARRADELL,**

**BARRADELL**, or **BORROWDELL**, Blumfield, — was, on July 18, 1744\*, promoted to be captain of the *Phoenix* frigate. How long he continued in this vessel is not precisely known, nor do we find any other particular mention made of him till the year 1747, when he commanded the *Falkland*, of fifty guns, one of the squadron under the command of vice-admiral Anson and rear-admiral Warren, which defeated and captured the French squadron, under De la Jonquiere, in the month of May. We have not been able to procure any other intelligence relative to this gentleman, except that he died on the 25th of November, 1749, having, some time before, quitted the command of the *Falkland*. Mr. Hardy, we believe from erroneous information, states his death to have taken place on the 29th of April preceding.

**BEAVOR**, Edmund.—We have no account of this gentleman previous to his appointment, on the 18th of April, 1744, to be captain of the *Fox*. During the ensuing part of the current year, we do not find any other mention made of him. In the spring of 1745, he was stationed as a cruiser in the German Ocean, where he was exceedingly active, and met with some success; the most consequential of which appears to have been, the capture of a very stout Dunkirk privateer, mounting thirty carriage and swivel guns, with a crew of one hundred and forty-five men, which he fell in with on the 15th of May; and after pursuing all night, came up with about ten o'clock on the next day. After the commencement of the rebellion in Scotland, which broke out not long after the time above-stated, captain Beavor was ordered to the northward, where he continued to behave with the same degree of assiduity, as is apparent from the following official notice taken of him.

“ The rebels had formed a scheme to get into their possession a ship in Leith road, on board which were some new pieces of cannon, about twenty-five barrels of powder, and some firelocks, for the use of the king's

---

\* Previous to his obtaining the rank of post captain, he commanded, in 1742, the *Shark* sloop of war, which was at the above time stationed at Gibraltar as a cruiser.

troops. This vessel, as there was no access for her to Leith, was committed to the care of the Fox man of war in the Frith. Four masters of ships had undertaken to go off to her with eighteen hands, cut her cable and let her drive till she got out of reach of the man of war's guns, when they intended to carry her into Leith harbour. But the night before this was to have been executed, captain Beavor got intelligence of the plot, and immediately putting twenty of his hands on board her, moored her under his own stern."

The above-mentioned occurrence took place in the middle of October, and captain Beavor was unfortunate enough to survive it only one month; being out on a cruise, he was unhappily overtaken by a violent gale of wind, in which the Fox foundered, off Dunbar, on the 14th of November, the captain as well as all the crew perishing with her.

**BENTLEY, Sir John.**—This gentleman was one of the lieutenants, we believe the second, of the *Nainur*, the flag ship of admiral Mathews, at the time of the encounter of Toulon, in February 1744. He was promoted by that gentleman, on account of his very meritorious conduct on that occasion, after ten years service as a lieutenant, to be commander of the *Sutherland* hospital ship, as successor to lord Colville, immediately after the engagement abovementioned. He was, on the 1st of August, 1744, promoted to the rank of post-captain, and appointed to the *Burford*, of seventy guns. He did not long retain that station, being ordered home as an evidence on the different court's-martial which took place in the years 1745 and 6, particularly in that held on captain Burrish. In 1747 he was taken by admiral Anson to be his captain, in the *Prince George*, of ninety guns, and acted in that capacity at the memorable defeat of De la Jonquiere. He continued ever afterwards the favourite of lord Anson, but quitted the *Prince George* immediately on the return of the squadron into port, and was appointed captain of the *Defiance*, of sixty guns. In this ship he served, during the remainder of the year, under rear-admiral, afterwards lord Hawke, and, consequently, bore his part in the second defeat sustained by the

the enemy, in the month of October, on the discomfiture of monsieur L'Etendiere.

We find no subsequent mention made of this gentleman till the month of June 1749, and then only as having been one of the members of the court-martial, held at Portsmouth, on board the *Invincible*, of which ship he was then captain, for the trial of lieutenant Couchman and others, who had piratically seized the *Chesterfield* man of war on the coast of Africa. In 1755 he commanded the *Charlotte* yacht, and in the month of June or July 1756, was appointed to the *Barfleur*, of ninety guns. At the close of that year he was one of the members of the court-martial, held at Portsmouth, for the trial of the unfortunate admiral Byng; but is not otherwise particularly noticed till 1758, a circumstance by no means uncommon in the commander of so capital a ship, even in the midst of war, more particularly as the French court always appeared extremely careful of hazarding an action, except in cases of the last and highest emergency. In the year just mentioned we find him captain of the *Invincible*, of seventy-four guns, into which ship he removed from the *Barfleur*; but how long he had previously held that command we do not know. This ship was one of the squadron ordered for the expedition against *Louisburg* in the month of February; but in turning out, missed stays, and unfortunately running ashore on a flat between the *Dane* and the *Horse* of *Langston* harbour, to the eastward of *St. Helen's*, notwithstanding every possible assistance was rendered her, she was totally lost\*. His next appointment we believe to have been to the *Warspight*, of seventy-four guns, which ship he commanded in 1759, as one of the *Mediterranean* squadron under the orders of *Mr. Boscawen*. In the action off *Cape St. Vincent* with the French squadron under *M. De la Clue*, which took place on the 19th of August, he had a very singular opportunity of highly distinguishing himself, of which he most gallantly took the greatest advantage. *Admiral Boscawen*, in his official account of the action, mentions him in the following very honourable terms. "Captain Bentley, of the *Warspight*, was ordered against the

---

\* In consequence of this unhappy accident he was tried by a court-martial, and most honourably acquitted.

Temeraire,

*Temeraire*, of seventy-four guns, and brought her off with little damage, the officers and men all on board."

The continuance of the British squadron on that station being no longer necessary after this victory, Mr. Bentley returned to England, and arrived at Spithead, with Mr. Boscawen, on the 15th of September. Being immediately afterwards presented to his majesty, he was most graciously received, and had the honour of knighthood conferred on him, an honour well earned and worthily deserved. The *Warspite* was, immediately after this, ordered to join the fleet under sir Edward Hawke, with whom he served at the time of the memorable defeat given to the last naval exertion, or, armament of France, during the war; so that he had the fortune which very few, if any, naval commanders, himself excepted, could ever boast of being present at every naval encounter of consequence, or that deserved the name of an action, from his first entrance into the navy to the time of his death. It is almost superfluous to add, he acquitted himself with equal honour to himself, as well as advantage to his country in them all.

Sir John continued in the same ship, and employed, as in the preceding year, under the command of sir Edward Hawke, during the ensuing naval campaign of 1760. But the enemy having, after their late defeat, no naval force of any consequence at sea, nothing material appears to have occurred to him, except his having been overtaken, with other ships, by a violent storm, in the month of September, by which he was obliged to cut away his main and mizen-masts to prevent driving on shore: he, however, got safely into Plymouth, and is not again mentioned as having been at sea as a naval commander. In 1761, or, according to Beatson, in the ensuing year, he was appointed an extra-commissioner of the navy, an office he resigned on being promoted, on the 28th of December, 1763\*, to be rear-admiral of the white. No

---

\* In consequence of his having, as he may be, in some degree, said to have done, retired from the line of active service, he was not promoted to be a flag-officer till upwards of twelve months after others, his juniors in service, as lord Edgcumbe, Mr. Swanton, Mr. Graves, Mr. Parry, and Mr. Keppel, had been raised to that rank.

other notice is taken of him, except that, in the month of October 1770, he was progressively promoted to be vice-admiral of the blue and white, and died holding the latter rank on the 14th of December, 1772.

BERTIE, Lord Thomas, — was the fourth son of Robert, first duke of Ancaster, and Albinia his dutchess, daughter to major-general William Farrington, of Chiffelhurst, in the county of Kent. Having, like his noble brother the lord Montague Bertie, of whom we have before shortly spoken\*, betaken himself to the naval service, we find him, in 1744, commander of the Drake sloop; from which he was, on March 14, 1743-4, promoted to the rank of post captain in the navy, and appointed to the Phoenix, of twenty guns. In this ship he was immediately afterwards ordered on a cruise in the Channel, where, on the 20th of the ensuing month, he had the good fortune to fall in with and capture, after a smart action of an hour's continuance, a French ship mounting twenty-four carriage guns, called the Neptune, bound from Morlaix to Cadiz. Early in the year 1745 he was promoted to the Winchester, of fifty guns, and ordered for the East Indies, where he served under the commodores Barnett and Peyton, as well as subsequent to them, vice-admiral Griffin. The different actions which took place in that part of the world were not only extremely uninteresting, but have been already particularly related in the lives of the commanders-in-chief. His lordship was ordered to England early in the year 1749, but did not live to revisit his native country, dying on board his ship, after having reached the entrance of the Channel, on the 29th of July, 1749†.

BOWDLER,

---

\* See vol. v. p. 4, et seq.

† On the 6th of August following his corpse was carried from Portsmouth, in great funeral pomp, to be interred at Chiffelhurst, in which church is a beautiful monument, ornamented with an urn, incircled with a festoon of flowers. Between trophies and naval ensigns of war, in statuary marble, a naval engagement is finely expressed in basso relievo, under which is this inscription.

Sacred to those virtues that adorn a Christian and a sailor, this marble perpetuates the memory of the right honourable lord THOMAS BERTIE, captain in the royal navy. His eminent abilities in his profession, and amiable qualities in private life, rend-

*Temeraire*, of seventy-four guns, and brought her off with little damage, the officers and ~~men~~ all on board."

The continuance of the British squadron on that station being no longer necessary after this victory, Mr. Bentley returned to England, and arrived at Spithead, with Mr. Boscawen, on the 15th of September. Being immediately afterwards presented to his majesty, he was most graciously received, and had the honour of knighthood conferred on him, an honour well earned and worthily deserved. The *Warspite* was, immediately after this, ordered to join the fleet under sir Edward Hawke, with whom he served at the time of the memorable defeat given to the last naval exertion, or, armament of France, during the war; so that he had the fortune which very few, if any, naval commanders, himself excepted, could ever boast of being present at every naval encounter of consequence, or that deserved the name of an action, from his first entrance into the navy to the time of his death. It is almost superfluous to add, he acquitted himself with equal honour to himself, as well as advantage to his country in them all.

Sir John continued in the same ship, and employed, as in the preceding year, under the command of sir Edward Hawke, during the ensuing naval campaign of 1760. But the enemy having, after their late defeat, no naval force of any consequence at sea, nothing material appears to have occurred to him, except his having been overtaken, with other ships, by a violent storm, in the month of September, by which he was obliged to cut away his main and mizen-masts to prevent driving on shore: he, however, got safely into Plymouth, and is not again mentioned as having been at sea as a naval commander. In 1761, or, according to Beatson, in the ensuing year, he was appointed an extra-commissioner of the navy, an office he resigned on being promoted, on the 28th of December, 1763\*, to be rear-admiral of the white. No

---

\* In consequence of his having, as he may be, in some degree, said to have done, retired from the line of active service, he was not promoted to be a flag-officer till upwards of twelve months after others, his juniors in service, as lord Edgcumbe, Mr. Swanton, Mr. Graves, Mr. Parry, and Mr. Keppel, had been raised to that rank.



other notice is taken of him, except that, in the month of October 1770, he was progressively promoted to be vice-admiral of the blue and white, and died holding the latter rank on the 14th of December, 1772.

BERTIE, Lord Thomas, — was the fourth son of Robert, first duke of Ancaster, and Albinia his dutchess, daughter to major-general William Farrington, of Chiffelhurst, in the county of Kent. Having, like his noble brother the lord Montague Bertie, of whom we have before shortly spoken\*, betaken himself to the naval service, we find him, in 1744, commander of the Drake sloop; from which he was, on March 14, 1743-4, promoted to the rank of post captain in the navy, and appointed to the Phoenix, of twenty guns. In this ship he was immediately afterwards ordered on a cruise in the Channel, where, on the 20th of the ensuing month, he had the good fortune to fall in with and capture, after a smart action of an hour's continuance, a French ship mounting twenty-four carriage guns, called the Neptune, bound from Morlaix to Cadiz. Early in the year 1745 he was promoted to the Winchester, of fifty guns, and ordered for the East Indies, where he served under the commodores Barnett and Peyton, as well as subsequent to them, vice-admiral Griffin. The different actions which took place in that part of the world were not only extremely uninteresting, but have been already particularly related in the lives of the commanders-in-chief. His lordship was ordered to England early in the year 1749, but did not live to revisit his native country, dying on board his ship, after having reached the entrance of the Channel, on the 29th of July, 1749†.

BOWDLER,

---

\* See vol. v. p. 4, et seq.

† On the 6th of August following his corpse was carried from Portsmouth, in great funeral pomp, to be interred at Chiffelhurst, in which church is a beautiful monument, ornamented with an urn, incircled with a festoon of flowers. Between trophies and naval ensigns of war, in statuary marble, a naval engagement is finely expressed in basso relievo, under which is this inscription.

Sacred to those virtues that adorn a Christian and a sailor, this marble perpetuates the memory of the right honourable lord THOMAS BERTIE, captain in the royal navy. His eminent abilities in his profession, and amiable qualities in private life, rend-

**BOWDLER, John**,—was a younger son of Thomas Bowdler, of Queen-square, London, esq. by Jane his wife, eldest daughter of sir Joseph Martin, knight, a very eminent Turkey merchant. He was born on the 13th of February, 1708-9, and was originally bred to the law. This profession he soon quitted, and having entered into the naval service, was promoted by Mr. Mathews, at that time commander-in-chief on the Mediterranean station, from the rank of lieutenant to be commander of the *Caracoe* bomb-ketch. This promotion took place in the year 1743. He was, on November 8, 1744, advanced to be captain of the *Dartmouth*. In this vessel he did not long continue, being probably appointed to it merely for the purpose of giving him post, as we find him, early in 1745, captain of the *Lowestoffe* frigate, on the Mediterranean station, and mentioned particularly as the captor of five vessels, four under Genoese and one under Neapolitan colours, which he carried into Leghorn. He afterwards repaired to the West Indies, but in what particular ship we know not. His health having been greatly impaired during his continuance on that station, we believe him not to have accepted any command after his return from thence. He resided during the latter part of his life at Canterbury\*. No other particulars whatever are related concerning him, except that he died there on the 19th of April, 1754.

**CHADWICK, Richard**,—soon after being appointed a commander in the navy was made a regulating captain, and, in the month of August 1743, was appointed to the *Drake* sloop. On the 16th of January following (1744) he was promoted to be captain of the *Gibraltar* frigate.

---

rendered his death universally regretted. Obiit the 29th of July, 1749, ætatis sue 40. He was fourth son of the most noble Robert, duke of Ancaster and Kesteven, marques and earl of Lindsey, &c. &c. lord great chamberlain of England, by his second wife Albinia, daughter of lieutenant-general Farrington.

\* He married Caroline, daughter of — Hicks, esq. by whom he left two children; Caroline, who died, unmarried, Feb. 5, 1770, aged 19; and Anna, who also died, unmarried, Sept. 16, 1772, aged 20.

We believe him to have continued in this ship till the month of July, when he was removed into the Cornwall, of eighty guns, as captain to vice-admiral Davers, with whom he proceeded out to the West Indies in the month of November. He continued on that station, and also captain of the Cornwall, during the remainder of his life; but the naval events during that period, and particularly in that part of the world, were extremely uninteresting. The first material mention we find made of him\* is in the month of March 1747-8, when the assault took place on the town and fort of Port Louis; the Cornwall was stationed in the center, and, being the stoutest ship, against the heaviest of the enemy's batteries, a private letter, written by an officer on board, dated two days after the action, states, "that the crew were ordered not to fire till the ship was moored within pistol shot of the fort." This injunction was punctually obeyed, though they, for a considerable time, had to receive the enemy's fire, which was extremely hot and furious, and did considerable damage to the masts and yards of the Cornwall while bearing down. As soon as the ship was moored, the compliment was returned with such violence and success, that the enemy's cannon were silenced in a few minutes, so that they only fired a shot now and then. One shot, a thirty-two pounder, from the Cornwall, killed three out of five officers lost by the enemy on this occasion; and the execution otherwise done by her was equal almost to that sustained by the fire of all the other ships, for captain Chadwick was so near that not only his great guns, but also the musketry from his tops and fore-castle, did considerable execution. He did not long survive this event, dying on the 26th of June following. Mr. Hardy, and many manuscript lists of naval officers, through mistake, state this gentleman to have died on the 9th of June, 1746.

COLLINS, Richard,—was, about the month of August 1743, appointed commander of the Grampus sloop. On the 7th of July, 1744, he was promoted to be captain

---

\* In the month of February 1747-8, he was one of the members of the court-martial, held at Jamaica, for the trial of captain Crook-Shanks.

of the Gibraltar, but did not remain in that vessel longer than till the month of September following, when he was advanced to be captain of the *Dover*, of forty-four guns. Of so little interest were his different subsequent commands and occupations during the remainder of the war, that we find no mention whatever made of him, nor indeed till nearly the recommencement of hostilities, in 1755, towards the latter end of which year he was appointed captain of the *Princess Royal*. About the month of May or June 1756, he was removed into the *Terrible*, of seventy-four guns, one of the fleet ordered against *Louisburg*, under the command of Mr. Holburne, in the year 1757. No other mention is made of him, but that in 1762, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He died in or about the year 1779.

COLVILLE, Alexander, Lord,—the fourth who bore that title, was the eldest son of John, the third lord, and Miss ——— Johnston, daughter of ——— Johnston, esq. of the kingdom of Ireland. Having betaken himself to a naval life, we find him, about the year 1743, lieutenant of one of the ships on the Mediterranean station, under the command of Mr. Mathews, who promoted him, first to be commander of the *Sutherland* hospital-ship, and, on March 6, 1744, to be captain of the *Dursley* Galley. Before the conclusion of the year he was advanced to the *Leopard*, of fifty guns, as successor to the lord Forrester. He remained on the Mediterranean station at least till 1746, how much longer we are unacquainted; but in April, in the year just mentioned, we find him to have put into Leghorn, for the purpose of repairing some damages he had just before sustained in a violent gale of wind. As soon as refitted he was ordered, by vice-admiral Medley, to cruise off the coast of Genoa, where he captured a French vessel, and destroyed eight others, three of them under Genoese, and five under Papal colours. These vessels were principally laden with corn; and their destruction being highly felt in that country, where a great want of provisions prevailed, the distress occasioned by this circumstance, was a just punishment for the perfidy of the inhabitants and their rulers, who, though pretendedly neutral,

neutral, had taken every possible means to injure the cause of Britain, and favour the operations of her enemies.

Singular as it may be thought in the life of an officer of his lordship's known merit and activity, we find no other mention whatever made of him during the continuance of the war, nor, indeed, after its conclusion, till the year 1753, when he was appointed to the *Northumberland*, of seventy guns, one of the ships fitted for a guardship at Plymouth. He continued in the same ship nearly as long as he remained in active service, a period of nine years, and in the progressive stations of captain, commodore, and rear-admiral. In 1755 he was one of the commanders dispatched for North America under Mr. Boscawen; but, the first information we have of him after the commencement of the war, is in 1757, when he again repaired to North America, on the unsuccessful expedition sent against *Louisburg*, under admiral *Holburne*; as he did again, in 1758, on that more fortunate one which then took place, commanded by Mr. Boscawen. After the reduction of that important place, his lordship was left with the temporary rank of commodore to command on the American station, during the winter, with a force sufficient for the protection of the conquest and other British possessions in that quarter. In the ensuing spring he joined sir C. Saunders, who was sent out with a strong force from England, and served under him at the subsequent expedition against the capital of Canada. After the reduction of that important settlement his lordship returned to *Halifax* for the winter, and was extremely vigilant during its continuance, in preventing the introduction of any supplies from France, for the support and succour of the ancient inhabitants and party. In particular he captured, about the month of January, a large French ship, bound up the river *St. Laurence*, mounting twenty-two guns; and, as soon as the frost broke up, which event took place about the middle of April, he repaired with his squadron to the river *St. Lawrence*, for the purpose of intercepting any supplies from France, as well as for the relief of *Quebec*, then besieged by the French. But notwithstanding the great alacrity and activity displayed by his lordship, that important fortress was relieved a day or two before his arrival, as will be presently seen in the life of Mr. Swanton.

He

He continued on the same station, having under him a squadron of ten or twelve ships, during the year 1761\*, without meeting with any occurrence attractive enough to merit general or particular notice. In the following year he became more distinguished by the total discomfiture of a desultory attack, made by the French, on the British settlements at Newfoundland†. He returned from his station, and arrived at Spithead on the 25th of October, with his own ship the Northumberland, the Superbe, the Shrewsbury, and Minerva frigate. In the course of the same month he was advanced to the rank of rear-admiral of the white. He afterwards commanded in chief on the coast of America the first squadron ordered thither after the conclusion of the war, having his flag on board the Romney. At his return from thence he married, on the 1st of October 1768, the lady Elizabeth Macfarlane, sister to the earl of Kelly. We have no other particulars concerning him that merit relation, except that he died in Scotland on the 21st of May, 1770, having been for some time in a very declining state of health, for the recovery of which he had in vain tried Bath, and other remedies of the same kind.

CORNWALL, Frederic. — This gentleman, cousin to captain James Cornwall, whose extreme gallantry we have already had occasion to record, was lieutenant of the Marlborough, of ninety guns, at the memorable encounter with the French and Spanish fleets off Toulon. That ship was, as it may be well remembered, reduced to a mere wreck, and her brave commander slain. Mr. Frederick Cornwall bore his share in defending this devoted vessel with the most active intrepidity, till he was disabled from farther exertions by the unhappy loss of his right arm, after having before received several contusions, and injuries which were not, at such an exigency, of sufficient consequence to impede his farther exertions. As a very proper reward for his spirited conduct, and recompense for the sufferings he underwent in consequence of it, he was immediately promoted to succeed

\* In the early part of this year he was so much indisposed, that, report having long fore-run the disaster, his lordship's death was formally announced in many of the periodical publications of the time.

† M. De Ternay, the French commodore, fled the instant he heard of his lordship's approach.

his deceased relative in the command of the Marlborough, his commission for that purpose bearing date February the 11th, 1744, being the very day on which the action took place. His wounds, however, as may naturally be conceived, prevented him from executing the necessary duties of so consequential a command: and the requisite attention to his recovery and future health, demanded his temporary retirement from a service, in which he had acquired, at such a personal expence, so much honour.

We hear nothing of this gentleman from this time till the month of June 1749, when he commanded the Sunderland, and afforded as striking an instance of benevolence in private life, as he had before of heroism in his public capacity. That nobly charitable institution the Foundling-hospital was then in its very infancy, and captain Cornwall is to be recorded as having not only handsomely contributed himself, but promoted a farther subscription among his officers and people to the advancement of the same philanthropic end. About the end of the year 1755, he was appointed to the Revenge, of seventy guns, which was one of the ships ordered to the Mediterranean, under Mr. Byng, in the ensuing spring. Of the occurrences in that expedition we have already had too much reason to be explicit: that part which capt. Cornwall bore in that encounter will best appear from a minute of the evidence he gave on the trial of his unfortunate commander-in-chief\*. From this time we believe him to have totally  
lived

---

\* He said, that he went to his windows abaft to take a view of the fleet when in line of battle: that he was greatly surprized to see the admiral and his division at so great a distance as he was upon the weather quarter: that seeing the Intrepid in distress, and no signal given for removing her out of the line, he went to her assistance, and after getting her out of the line, fell into her station, engaging the Foudroyant, the French admiral, as the ship, which he imagined, fell to his lot, according to the then line of battle: he said he knew of no impediment that could prevent the admiral from engaging at a proper distance, any more than the rest of the fleet: he observed, that he was upon his oath to swear the whole truth, and would do so, though he knew some things he was going to say would affect himself. He gave his testimony with great clearness, which in some points affected the admiral much. The admiral, after asking the captain some questions, which seemed to impeach him (the captain) of breaking the line, &c. observed to the  
VOL. V. T court,

lived in retirement with respect to service\*: indeed the misfortune which had in the early part of his life befallen him, though it did not completely incapacitate, must have rendered the active station of a commander extremely inconvenient to him. He lived many years after he had, as we have above stated, quitted the service, not dying till after the year 1786.

DOUGLASS, Sir James, — far as we have been able to discover, is no where mentioned till his appointment, on the 19th of March, 1744, to be captain of the *Mermaid*. We have no account of the services or commands in which he was employed after this time, till the beginning of the year 1748, when he was appointed to the *Berwick*, of seventy guns. This ship was put out of commission in the month of July following. Capt. Douglass is said to have been afterwards appointed to the *Porcupine* frigate; but we are uncertain whether it was this gentleman or captain John Douglass, of whom we shall have to give some account hereafter. About the month of June 1755, he was appointed to the *Bedford*, of seventy-four guns, a ship ordered, in the month of August, for Gibraltar, with a convoy. He arrived there safe with his charge on the 4th of September, having captured three French vessels, laden with merchandise, &c. while on his passage thither. No mention is made of his services during the year 1756, or the manner in which he was particularly employed, except that we find him, in the month of December, to have been one of the members of the court-martial held for the trial of admiral Byng. In the month of May 1757, he was appointed captain of the *Alcide*, one of the ships employed in the month of September ensuing, under the command of sir Edward Hawke, in the unsuccessful expedition against Rochfort. Captain Douglass is particularly mentioned, as having been ordered

---

court, that his reputation, which was dearer to him than life, nay, his life also, were in the power of the court-martial, and in better hands he desired them not; but said, he believed he should prove, that the *Revenge*, by breaking the line, was a great impediment in his way; and that if he could not prove that, or something like it, he added, "The Lord have mercy upon me."

\* He is said by some to have been appointed to the *Cornwall*, of seventy-four guns, a new ship launched in 1761. This, however, is a circumstance we strongly disbelieve.



to assist rear-admiral Broderick, in sounding the coast from the Point near Rochelle, down to Fort Fouras. The ill success attendant on this expedition is well known. In the ensuing year captain Douglass continued to be employed on Channel service principally as a cruiser, a service in which he was extremely active, and, as will appear by the following account, not unsuccessful. Having received intelligence that a French frigate of thirty-six guns, called the *Felicité*, having a vessel armè en flute, mounting 24 guns, under her convoy, had just sailed from Bourdeaux, the latter laden with cannon, shells, and other warlike stores, for the use of the forts and ships of war at Hispaniola, he resolved to attempt intercepting them, and was so fortunate, on the 20th of September, as to overtake them about twenty leagues to the westward of Cape Finisterre. The cargo of the prize was more consequential than valuable, consisting of six twenty-four pounders, twelve eighteen pounders, six mortars, three thousand shells of large dimensions, with a considerable quantity of cordage, canvass, and other stores.

In the beginning of the year 1759 the *Alcide* was ordered to join the squadron then equipping, under the orders of sir Charles Saunders, and destined for the expedition against Quebec. He was chosen by the commander-in-chief to be the messenger of his success; in consequence of which added to his own meritorious services on the foregoing occasion, he received the honour of knighthood, and the customary gratuity of five hundred pounds from his majesty. Early in the year 1760 he was appointed, successor to Mr. Moore, in command as commodore on the Leeward Island station; and having hoisted his broad pendant on board the *Dublin*, sailed from St. Helen's on the 10th of March, having with him the *Bienfaisant* and *Belliqueux*. He arrived at Antigua, after a quick and prosperous passage, totally undisturbed by any remarkable event or occurrence. The diligence and attention paid by himself in the distribution of his cruisers, added to the spirit and the vigilance displayed by the different officers under his command, not only afforded the most complete protection to the British commerce in that quarter of the world, but effected the most serious injuries to that of the enemy, by capturing several of their vessels even under the

guns of their fortresses\*. It is observed, by an historian of no inconsiderable reputation†, “that Mr. Holmes, of whom we have already spoken, stationed his cruisers with the greatest judgement and success; nor was the Squadron stationed off the Leeward Islands, during the years 1760 and 61, less alert and effectual in protecting the British traders, and scouring the seas from the Martinico privateers, of which a great number were taken‡.”

In the month of June 1761, he, in conjunction with Lord Rollo, who commanded the land forces, undertook an expedition § against the French island of Dominica; the complete reduction of which was effected with the trivial loss of eight men killed and wounded. In 1762, still continuing in the same placid uninterrupted line of success, and retaining the command he had held with so much honour to himself and advantage to his country, he proceeded, according to his instructions from England, with a considerable part of the force under his orders, to join Sir George Pocock, who was proceeding on the memorable and successful expedition against the Havannah. He effected this junction off Cape Nicholas, the north-west point of Hispaniola, on the 27th of May. He did not long, however, continue with the fleet, but proceeded in a single ship for Jamaica, from whence he quickly afterwards sailed for the Havannah with a considerable number of merchant-ships, bound for England, under his convoy. His arrival at that juncture was particularly fortunate, and contributed, in the highest degree, to the success which crowned the expedition. The face of the country in the neighbourhood of the Moro Fort was ex-

\* The captains O'Brien and Taylor, in the *Temple* and *Griffin*, cut out the *Virgin*, formerly a British sloop of war, and three privateers, from under the batteries at Grenada, and afterwards took nineteen ships bound to Martinico with provisions; eight or nine privateers were also captured about the same time, by different ships belonging to the Squadron.

† Smollet.

‡ By the commodore's dispatches, dated December the 13th, 1760, it was stated, that the *Emerald* had, a short time before, captured four privateers, the *Echo* two, and the *Levant* one.

§ The naval force consisted of the *Dublin*, *Belliqueux*, *Sutherland*, and *Montague*, ships of the line, with some frigates and smaller vessels.

tremely rocky, and the earth which covered it so thin, as by no means to afford, when thrown out from the trenches, a sufficient parapet to them; so that, had it not been for a large quantity of cotton bags procured from the Jamaica convoy, under the protection of sir James, the prosecution of the attack would have been at least extremely difficult. The wants of the army being supplied, sir James, who then had his broad pendant on board the *Centurion*, took his departure, with his convoy, for England. He arrived safe in the Downs on the 9th of September, and in the ensuing month was very deservedly advanced to the rank of rear-admiral of the white.

The peace was concluded immediately afterwards, and sir James returned to the West Indies as commander-in-chief on that station, a period which passed in that uninteresting manner which it was natural to expect. The only occurrence demanding the smallest notice, appears to have been the suppression of an insurrection of negroes at the Berbices, to which the prudent measures taken by him, are acknowledged, by the Dutch, to have been particularly instrumental. In the month of October 1770, he was advanced progressively to be vice-admiral of the blue and white. In 1773 he was appointed commander-in-chief at Portsmouth, and having hoisted his flag on board the *Barfleur*, continued on that station during the usually allotted period of three years. On the 3d of February, 1776, he was advanced to be vice-admiral of the red; but after he quitted the command just stated, appears to have been in no way whatever concerned or connected with the public service. In 1778 he was advanced to be admiral of the blue, as he was of the white in 1782. Having lived in peaceable and honourable retirement upwards of ten years, he died at last in Scotland in the year 1787.

EDGCUMBE, George\*, Earl of Mount Edgcumbe,  
—was

---

\* " This family, denominated from the manor of Eggecombe, Eggcombe, and Egecomb, (as it has been variously written in former records) in the parish of Cheriton Fitz-Pain, near Crediton, has been of great antiquity in Devonshire; and in that church is Edgecomb's aisle, adorned with divers coats of arms belonging to the family: but in the reign of king Edward III. William de Eggecomb taking to

—was the second son of Richard, first lord Edgcumbe, so created April 20, 1742. Having made choice of a maritime life, he was sent when very young to sea, as midshipman on board one of the ships stationed in the Mediterranean, under the orders of Mr. Haddock. After passing through that, as well as the superior though still subordinate ranks of lieutenant and commander, he was, Aug. 19, 1744, promoted to be captain of the *Kennington*, a 20 gun ship. No other mention is made of him for some time, except that, towards the end of the year 1745, he was promoted to the command of the *Salisbury*, of fifty guns, in which ship he continued till the conclusion of the war. On the 24<sup>th</sup> of March, 1747, he carried into Plymouth a French East India ship of seven hundred tons, called the *Jason*, which he fell in with on the 30<sup>th</sup> of January, in the latitude of 47 degrees 47 minutes north, 106 leagues to the westward of Scilly. She mounted thirty guns, had one hundred and eighty men on board, and was bound from Port L'Orient to Pondicherry, laden chiefly with stores and ammunition, together with eight cases of silver. We do not find him again taken any notice of till the year 1751\*: he then commanded the *Monmouth*, and was sent out to Gibraltar senior captain, or commanding

---

wife Hillaria, daughter and heir of William de Cotehele, of Cotehele in the county of Cornwall, chiefly resided there. It is now wrote Cuttail, and is separated from Devonshire only by the breadth of the river Tamer. In 1378 the said William de Eggecomb, writing himself of Cotehele in Cornwall, granted lands in Middleton to the convent of Tavistock, in Devonshire. He died 1380, and left issue, by her, William Edgecomb, esq. who married the daughter and heir of — Denfet. He had a grant in 6 Hen. V. with Royal Hethe, of the custody of the lead mines, with the silver ore therein, which were in Devonshire. He left issue Peter Edgecombe, esq. who, in 12 Hen. VI. was returned amongst the chief of the county of Devon, who made oath for themselves, and retainers, to observe the laws then existing, from which Peter Edgecombe this family is lineally descended.”—Collins.

\* He was returned to the parliament which met, for the dispatch of business, on the 12<sup>th</sup> of November, 1747, as representative for the boroughs of Plympton and Fowey, but took his seat for the latter of those places. He was re-elected for the same borough at the general election in 1754; as he was, a third time, in 1761; but became a peer of Great Britain before the parliament met, in consequence of the death of Richard the second lord, his elder brother.

officer

officer of a small squadron consisting of three ships of the line, including his own, ordered thither for the purpose of shifting a part of the garrison, and bringing from thence the regiments of Wolfe and Skelton, which had been long stationed there. Nothing appears to have occurred to him during his absence on this service more material than his falling in with a French squadron, consisting of four ships of the line and five frigates, under the command of a rear-admiral, between whom and Mr. Edgcumbe, the compliments and civilities, customary on such occasions, mutually passed.

He arrived at Spithead on the 3d of August, after a passage of twenty-two days. He is no otherwise noticed till the following year, when he removed into the *Deptford*, of sixty guns, a ship newly launched. He was soon afterwards appointed commander with the nominal rank of commodore of the small squadron ordered to the Mediterranean, and which it is customary to keep there in time of peace even though hostilities are not apprehended from any quarter whatever. Here he remained, almost without interruption, till 1756, when France put a sudden period to public tranquillity in that part of the world, by a formidable attack and invasion of the island of Minorca. Mr. Edgcumbe, with the whole of his small squadron, was in the harbour of Mahon at the time the French fleet first made its appearance off that place, and might easily have been blocked up, as well as not improbably compelled to share its fate. *Monf. Gallisoniere*, and the duke de Richlieu, general-in-chief, not extending their views beyond the conquest of the island itself, the passage was left open for the British ships, and Mr. Edgcumbe sailed, on April 20th, for Gibraltar on board the *Chesterfield*, of forty guns, being followed the ensuing day by the *Princess Louisa*, *Portland*, and *Dolphin*. On his junction with Mr. Byng he removed into the *Lancaster*, of sixty-six guns; in which ship we find him present at the indecisive rencontre which presently afterwards took place; on which occasion he had one man killed and fourteen wounded. He returned to England at the close of the year, and during the ensuing summer was employed as a cruiser. In this occupation, which was of no long duration, he appears to have been extremely successful, having, in company with the *Dunkirk*, which was put under his orders, captured two stout private ships

of war, one called the *Compte de Grammont*, carrying thirty-six guns and three hundred and seventy men; the other *Le Nouveau Saxon*, of sixteen guns and one hundred and fifty men, together with a schooner from *Bordeaux*, bound to *Quebec*, laden with wine and brandy.

In 1758, having been put under the orders of Mr. *Boscawen*, who was sent out to America for the purpose of making a third attempt against the fortrefs of *Louisburg*, he was the messenger charged by the admiral with his dispatches to *England*, communicating the important and agreeable intelligence of his success. On this occasion he received the customary compliment of 500*l.* presented to him by his majesty, and was, not long afterwards, appointed captain of the *Hero*, a ship of seventy-four guns, one of the *Channel* fleet commanded by sir *Edward Hawke* during the year 1759. He consequently shared in the glory of defeating the last remains and exertions of the naval power of *France*, off *Belleisle*, in the month of *November*. He continued in the *Hero* till his advancement to be rear-admiral of the blue, a promotion which took place on the 21st of *October*, 1762. By the decease of his elder brother, *Richard*, on the 10th of *May* in the preceding year, he became a peer of *Great Britain*, and on the 18th of the ensuing month took the oaths as lord lieutenant of the county of *Cornwall*. In the month of *June* 1762, he resigned the office of clerk of the council of the dutchy of *Lancaster*, which he had held for some time.

In 1766 he was appointed port admiral at *Plymouth*, a station he filled for a length of time, somewhat exceeding that usually allotted to such commands, not having quitted it till the latter end of the year 1770. On the 24th of *October* in the same year, till (when he experienced no advancement from the rank he first received) we find him appointed vice-admiral of the blue, as he was, on the 25th of *June*, 1773, to be vice-admiral of the white\*. His  
lordship

---

\* A short time previous to this he was invested with the temporary command of a division in the fleet reviewed by his majesty at *Spithead*.

“ *Portsmouth*, *June* the 25th, 1773.

“ About ten o'clock his majesty went, in the usual state, on board the *Barfleur*, and then into the *Charlotte* yacht, when a signal of one gun

lordship quitted his command immediately afterwards; previous however to this, he received in common with the other flag-officers and the captains of the different squadrons, his majesty's thanks for their great attention during his preceding visit. In the ensuing month (July) we find his lordship one of the noblemen attending lord North at the time of his installation as chancellor of the university of Oxford: on this occasion he received the honorary degree of doctor of laws. He is no otherwise mentioned as a naval officer, than as being included, according to his station, in the different promotions which took place in the list of flag-officers, his cotemporaries. On the 3d of February, 1776, he was advanced to be vice-admiral of the red; on the 29th of January, 1778, to be admiral of the blue; and, on the 8th of April, 1782, to be admiral of the white.

The honours and civil appointments of this noble lord appear to have kept pace with his promotions as an officer. On the 17th of February, 1781, he was created a viscount of Great Britain by the titles of viscount Mount Edgcumbe and Valletort; and, on the 18th of August, 1789, was raised to the dignity of earl of Mount Edgcumbe. The former of these titles is said to have been given him as an honorary compensation for the destruction of several of the plantations at his beautiful seat near Plymouth, which, in the opinion of military men, was absolutely necessary to the safety and defence of that very important fortress, in case of any attack from an enemy: the latter was bestowed on him, by his majesty, in return for the attention paid him by his lordship, when on a visit and excursion of some continuance in that part of the country. In respect to his varied civil appointments, he was, in 1765, named one of his majesty's most honourable privy council, and appointed treasurer of the

---

gun was given for vice admiral lord Edgcumbe's squadron of the blue to get under weigh; which being complied with, the different salutes passed between the two fleets, and lord Edgcumbe's immediately continued on board the yacht, and promoted vice-admiral he vice-admiral of the white, who led the St. George's flag at the fore-

household,

household, an office in which he continued only till the following year; but, in 1771, was named one of the joint vice-treasurers of Ireland, which he resigned in 1773, on being made captain of the band of gentlemen pensioners. This station he retained till the general change of ministry in 1782; after which he filled no office till February 1784, when he was again appointed one of the vice-treasurers of Ireland. This eminent situation he held till the time of his death, an event which took place in the month of February 1795.

ELLIOT, Elliot,—is known to us only as having been appointed captain of the *Lively*, a ship of twenty guns, on the 5th of September, 1744; and as having died in the East Indies, on the 20th of July, 1745, till then holding the same command.

ELLIOT, George, — a descendant of a very respectable Scottish family, was, May 12, 1744, appointed, by sir C. Ogle, commander-in-chief on the Jamaica station, captain of the *Conde de Chinchon*. The circumstances of this advancement were peculiarly honourable to captain Elliot: he was lieutenant of the *Rippon*, a fourth rate, on that station. In the month of March preceding, his captain being indisposed, the *Rippon* was put under Mr. Elliot's orders, who was sent to sea in her, as acting and temporary commander, for a short cruise. During this period he fell in with, in the windward passage, a Spanish frigate, carrying eighteen carriage and eight swivel guns, with one hundred and forty men. He drove her close under the island of Tortuga, and then manning his boats brought her off without damage. This prize was bound to Vera Cruz, and her capture was the more consequential, indeed distressing to the enemy, from her having on board, exclusive of other very valuable articles, 1200 quintals of quicksilver, intended for the use of the Spanish mines. Mr. Elliot was first promoted, immediately on his return, to be commander of the *Mortar sloop*; and according to the date given at the beginning of this account, was advanced to be captain of the very vessel he had so gallantly and industriously exerted himself in the capture of, she being found, after a survey, well calculated for a frigate in the British service, in respect to her being both a new ship and a prime sailer. Captain Elliot returned to England at the  
close



close of the same year, being succeeded in the command of the *Chinchan* by Mr. Graves, and in the month of September was one of the members composing the court-martial, held at Chatham, for the trial of the captains who were charged with misbehaviour in the encounter with the French and Spanish fleets off Toulon. We do not find any other particular mention made of him during the continuance of the war, except that, in 1747, he was appointed captain of the *Newark*, a new ship of eighty guns, then just launched.

After this time he appears to have retired from the line of active service, for his name does not occur as holding any command. In the year 1762 he was put on the superannuated list with the rank and half-pay of a rear-admiral, an honourable pension which he continued to enjoy many years, living principally at his seat at Copford, in Essex, where he died on the 5th of August, 1795. On this occasion the nominal office of general of the mint, in Scotland, a sinecure place, worth three hundred pounds a year, which was kept up by an express article in the treaty of Union, and which this gentleman had long enjoyed, became vacant.

GORDON, William,—like Mr. Elliot, of whom we have just given some account, was of Scottish extraction. We hear nothing particular of him till the month of May 1744; he was then commander of the *Hound* sloop of war, and is mentioned as having had the good fortune, during his passage home from Virginia at that time, to have met with and captured a very valuable French merchant-ship, homeward-bound from Martinico, called the *Happy Mary*, laden with sugar, cocoa, coffee, and other valuable commodities, bound for Bourdeaux. Soon after his arrival he was ordered, in company with the *Vulture* sloop, to convoy the outward-bound trade to Rotterdam, when on his passage he met with no inconsiderable success, which is officially related in the following terms.

“ Admiralty-office, August 3, 1744.

“ His majesty’s sloops the *Hound* and *Vulture*, being in sight of Goree on the 29th past, with the trade under their convoy, bound to Rotterdam, the *Hound*, captain Gordon, stood after a snow, which proved to be a French privateer

privateer of ten carriage guns and nine swivels, with eighty-one men, which had been three days out of Dunkirk. She engaged the Hound for an hour and an half and then struck, having five men killed and several mortally wounded: captain Gordon also retook a ship which the privateer had just taken."

In consequence of his very spirited behaviour on this occasion he was promoted, on the 4th of August following, the day after the account of his success was published, to be captain of the Gosport, a fifth rate. He is erroneously stated in some accounts to have been about the same time appointed to the Ludlow Castle, and not the Gosport: but this is a manifest mistake, occasioned by his being very quickly afterwards removed into the Sheerness, as successor to captain Bridges Rodney, who was himself appointed to the Ludlow Castle. No mention is made of him in the Sheerness till the year ensuing, when he was, at the end of the month of June O. S. engaged, with lord George Graham his countryman, in the very successful and spirited attack of some French privateers and their prizes off Ostend, the particulars of which we have already given\*. Immediately after this enterprise he was appointed to the Loo, of forty-four guns; and was, in the course of the autumn, removed into the Chesterfield, a ship of the same force. No mention is made of him while he retained this station; and the next notice we find taken of him is, his appointment to be captain of the Assistance, a ship of fifty guns, at the latter end of the year 1747. In this ship he was equally as unfortunate as he had been in that he had quitted, not having any opportunity of adding either to his fortune or fame. On the conclusion of peace, in 1748, he quitted the Assistance, which was one of the ships consequently put out of commission, and accepted the command of a twenty-gun ship, preferring a command comparatively so trivial, to a life of absolute inactivity.

It is almost an unnecessary remark, that we cannot, during the continuance of peace, expect any material mention made of those who are fortunate enough to obtain

---

\* See page 23.

the most distinguished commands: As to captain Gordon, his name does not again meet our observation till the conclusion of the year 1756, sometime after the actual commencement of hostilities with France: he was then appointed to the *Cambridge*, of eighty guns, as successor to sir Piercy Brett, removed into the *Caroline* yacht. In the month of April 1757, he removed into the *Princess Amelia*, also a three decked ship, and of the same force; as he soon afterwards did into the *Devonshire*\*. In the month of September 1761, he was made captain of the *Blenheim*, a new second rate of ninety guns; and in the following spring was advanced to be commodore and commander-in-chief of the ships in the river Medway and at the Nore. This station he held during the remainder of the war; and on the 21st of October in the same year was promoted to be rear-admiral of the blue. After the ratification of the articles of peace, which quickly followed his promotion to be a flag-officer, admiral Gordon does not appear to have taken upon him any command, but to have passed the remainder of his life in retirement at Bamff, in Scotland, which we believe to have been his native place, and where he died on the 25th of April, 1768.

GRAVES, Samuel,—this gentleman, the nephew of the brave and much-injured capt. Tho. Graves, of whom some account has been already given, (see vol. iv. p. 43,) served as lieutenant of the *Norfolk* at the siege of Carthagen†. He continued in all probability in some other ship, on the same station, after its failure; but the first subsequent particular mention we find made of him is, that of his promotion to be captain of the *Chinchan* or *Rippon's Prize*, on the 11th of September, 1744. This frigate was at that time employed on the Jamaica station, where it appears to have continued some time, and about the end

---

\* In 1758 he served under Mr. Bosuawen on the successful and memorable expedition against Louisburg. On his return from thence, being overtaken by a violent storm, the *Devonshire* was with the greatest difficulty brought in, and preserved from foundering.

† It is said that, at the attack of St. Philip's and St. Jago forts, he solicited to be landed for the purpose of attacking some batteries which, being out of the reach of the cannon of the ships, impeded the progress of the troops. He consequently bore a very honourable share in the attack of a sixteen gun battery.

of the year 1745, to have captured a large French ship, bound from Cadiz to La Vera Cruz, carrying thirty guns with a crew of one hundred and sixteen men. This is the only account we have of him during the continuance of the war, nor do we know, to speak with precision, what subsequent commands he held till the year 1756, when he was appointed to the *Duke*, a second rate of ninety guns. From this ship he removed in the ensuing year into the *Princess Amelia*, and in a few weeks afterwards into the *Barfleur*. The size of all these ships prevented their being employed in any armament or expedition except those of the first magnitude; and as they were severally stationed in the home or Channel Squadron, where no action or memorable occurrence took place, the dates and few particulars we have related will be a sufficient account of this gentleman's life during the period above stated.

In 1759 he returned to his former ship the *Duke*, in which he was present at the memorable defeat of the French fleet under the marquis de Conflans. Mr. Graves continued in the *Duke* till his promotion, on the 21st of October, 1762, to the rank of rear-admiral of the blue, a period of his service, unfortunately for him, equally undistinguished with that in the earlier part of the war, owing to the extreme caution of the French in keeping all their fleets in port, after the heavy discomfiture they had experienced. He neither held a command nor received any promotion \* till the 18th of October, 1770, when he was appointed rear-admiral of the red, and in six days afterwards was advanced to be vice-admiral of the blue. Early in the year 1774 he was appointed admiral and commander-in-chief on the American station. Having hoisted his flag on board the *Preston*, of fifty guns, he was ordered to Boston, in the month of March, with the *Royal Oak* and *Egmont*, of seventy-four guns each; and the *Worcester*, of sixty-four, in consequence of the dispute then originating between Great Britain and America, relative to the duty on tea. The progressive encrease of this disturbance is too recent to be forgotten. The mate-

---

\* On the 15th of June, 1769, he married Miss Margaret Spinckes, a lady of large fortune, amounting, as it is said, to 30,000l. She was the daughter of Elmes Spinckes, esq. of Aldwinkle, in the county of Northampton.

rial occurrences which took place while Mr. Graves held the command, were the commencement of hostilities at Lexington, and the more serious encounter at Bunker's Hill; but these were in a line with which the admiral was totally unconcerned, and, from their very nature, he was perfectly unconnected with. He was during his absence, that is to say, on the 31st of March, 1775, advanced to be vice-admiral of the white; and on the 3d of February, 1776, being a very few days after his return to England, on board the *Preston*, farther promoted to be vice-admiral of the red.

Towards the conclusion of the year 1777, he was appointed to command at Plymouth; but this station he held only for a short time, having, as it is elsewhere remarked, nobly relinquished it, through a fixed determination, "never to hold any employment in time of war, except of the most active kind against the enemies of his country." He never accepted any appointment after this time, but on the 29th of January, 1778, was advanced to be admiral of the blue, as he was moreover, on the 8th of April, 1782, to be admiral of the white. In this station he died at his seat at Hembury Fort, in the county of Devon, on the 8th of March, 1787, after a short illness, in the 74th year of his age. His complaint was an hæmorrhage in his bladder, a disorder which he bore with the utmost fortitude. An anonymous writer, who has given us a short account relative to this gentleman, expresses himself in the following terms relative to his conduct in the American war.

"In the beginning of the late unhappy war he had the naval command at Boston; and his conduct there, as was natural, became the subject of severe animadversion amongst those who could not know the decisive spirit which he recommended in all the general councils, and the inadequate force which he had to carry on the naval operations. On his recall from that command, being solicited to publish a vindication of his own conduct from the unjustifiable aspersions which had been thrown on it, with the spirit of a true patriot he replied, that "He would not from any personal ill usage, contribute his share to injure government, already too much weakened by party animosity." He added with as much foresight, "that the failure of his

his successors would be his best vindication." It is added, by the same hand, that "when he thought the discipline of the service was struck at, he was one of the twelve admirals who submitted their opinions to his majesty, although at that time, and to his latest hour, he had the greatest personal respect for the noble earl who presided at the head of the admiralty board. Few men excelled him in the duties of private life; he was a sincere christian, his charities were such as became the character, and his loss is universally felt by all ranks of people in the neighbourhood where he lived."

**HADDOCK, Richard.** — We do not know any particulars concerning this gentleman till the commencement of the year 1744, when we find him commander of the *Wolf* sloop of war, in which vessel he captured, on the 20th of May, a French privateer of fourteen guns. He was, on the 7th of November ensuing, promoted to be captain of the *Squirrel* frigate. We have no particulars relative to him while he continued in this ship, from which we find him promoted, early in the year 1746, to be captain of the *Advice*, of fifty guns. We believe to have been principally employed after this in cruising, a species of service in which captain Haddock, at least for a considerable time after his appointment, is not stated to have met with any very remarkable success. Some amends appear to have been made him, by Fortune, in the course of the months of March and April 1748, the following successes being given officially from the admiralty-office, in an account bearing date April the 27th.

"On the 10th of last month his majesty's ship the *Advice*, commanded by captain Haddock, sailed from Plymouth on a cruise; and on the 28th' retook an English ship, called the *Bella*, from Philadelphia, laden with sugar and indigo, for London, which had been taken on the 19th preceding, by the *Juno* privateer, belonging to Bayonne. On the 3d instant, about 14° 39' west longitude from the Start, captain Haddock bore down towards a sail seen to the leeward, and at nine in the evening came up with her. After exchanging two or three broadsides with his upper-deck guns (it blowing so fresh that his lower ports could not be opened) as well as several volleys of small arms, the chase struck, and proved to be  
the

the Neptune privateer, of Bayonne, carrying twenty guns, eight pounders, with a crew of 210 men. In the action the Advice had three men killed and five wounded.

“ On the 9th instant captain Haddock took a French brigantine, laden with salt for St. Maloe's. The prizes have been carried into Kinsale.”

We believe he continued in the same ship till the conclusion of the war; but have no particular account of his having met with any subsequent success. At the conclusion of the year 1749, he was one of the members of the court-martial, held on board the Charlotte yacht, at Deptford, for the trial of rear-admiral Knowles, and was also one of those intended to have composed the second court for the trial of captain Holmes; but being seized with the small pox, unhappily died of that, then fatal, disorder, at Chatham, on the 6th of January 1749-50, some days before the trial commenced.

HANWAY, Thomas; — son to the captain Jonas Hanway, of whom we have already given some account\*, and brother to the well-known traveller, the philanthropic Jonas Hanway, projector and principal supporter of the marine society, as well as other charitable institutions. Of the earlier part of this gentleman's service we do not find any mention made: our information concerning him commences with his promotion to the mortar-bomb†, but at what particular time we know not. On April 5, 1744, he was made captain of the Shoreham frigate. In the following year he commanded the Milford, one of the vessels stationed off the coast of Scotland for the purpose of preventing the introduction of any supplies from France for the succour of the pretenders army in that kingdom. While thus occupied he had the good fortune to capture, off Montrose, a large French ship, having on board a quantity of stores and ammunition, with a number of experienced officers belonging to the Irish brigade, and 210 soldiers, a loss very severely felt by the insurgents. In 1746 he was one of the members composing the court-martial, held on board the Prince of Orange, at Deptford, for the trial of

---

\* See vol. iii. p. 248.

† N. B. When captain of the Mortar bomb he captured the Aimable Nannette, bound from Martinico to Havre de Grace; captain Hanway was then on his passage from Bristol to Spithead.

the officers who were charged with misbehaviour in the encounter with the French and Spanish fleets off Toulon. In 1747 he commanded the *Windsor*, of sixty guns, one of the Squadron under Mr. Anson, which defeated and captured the major part of the French armament under M. de la Jonquiere. Captain Hanway had the happiness of distinguishing himself exceedingly on that occasion, the *Windsor* being among the first ships that got up with and engaged the enemy.

His behaviour was no less gallant and conspicuous in the month of October, under rear-admiral Hawke, when the French armament, under L'Etendiere, sustained a loss and defeat no less remarkable and heavy than the preceding one had been. The *Windsor* is said, in a private account we have seen, to have engaged, in rotation, every ship of the French Squadron, passing from rear to van, except the *Intrepide*, which tacked purposely to avoid getting into action. It is reported to have expended, within the space of six hours, seventy broadsides, with eight thousand musket cartridges: nevertheless the loss sustained by this ship was, comparatively speaking, trivial, amounting to no more than eight men killed and fifty-nine wounded, the greater part of them slightly. Capt. Hanway is said in some accounts, but the authority of which we dare not depend on, to have commanded the *Winchester*, of fifty guns, immediately after the conclusion of the war, otherwise no mention is made of him till the year 1755, when he was captain of the *Weymouth*, of sixty guns, one of the ships ordered to be equipped at Plymouth in consequence of the daily apprehended rupture with France. In the month of April he repaired to America with the fleet under the orders of admiral Boscawen. We need say nothing farther of that expedition, as we have already had frequent occasion to remark on the few occurrences which took place, and were remarkable enough to require particular mention.

In the month of May 1756, he was promoted to the *Chichester*, of seventy guns. He did not long continue in this ship, which, while under his command, does not appear to have engaged in any memorable or remarkable service. In 1758 he was captain of the *Duke*, of ninety guns, and was employed in the Channel fleet under lord Anson.



Anson. He afterwards commanded, at Plymouth, with the rank of commodore. In the beginning of the year 1761 he retired from the line of active command, and was appointed commissioner of the navy resident at Chatham. This office he exchanged with Mr. Proby, in the month of October 1771, for the comptrollership of the victualling accounts. This his new station he unhappily did not long continue to fill, dying at the navy-office on the 1st of October, 1772, universally respected, revered and loved.

**HARDY, John**, — the younger brother of admiral sir Charles Hardy of whom we have already given some account in page 99. In 1742 he was first lieutenant of the *Superbe*, under captain Hervey; and being involved in the same charge with his commander, of cruelty exercised towards the crew, was accordingly brought to a court-martial with him, but experienced a different fate, for he was honourably acquitted. He was raised from the rank of lieutenant to be commander of the *Drake* sloop of war early in the year 1744, as successor to the lord Thomas Bertie. He very soon removed into the *Vulture*, a vessel of the same class, from which he was promoted, on the 17th of October, to be captain of the *Bridgewater*, a twenty-gun ship. He was afterwards promoted to the *Torrington*, of forty-four guns; and, in February 1745, was one of the members composing the court-martial, held on board the *Lenox* in Portsmouth harbour, for the trials of the captains Mostyn, Griffin, Brett and Fowke, which, trivial as the circumstance is, is the only mention we find made of him during his continuance in that command. In 1746 he was paid off from the *Torrington*, at Plymouth, and never had any subsequent appointment. In the month of October 1762, he retired altogether from the service, being put on the superannuated list with the rank and half-pay of a rear-admiral.

The remainder of his life he passed in retirement, and, sorry are we to add, the greater part of it in much indigence. He is the author of a *Chronological List of the Captains of his Majesty's Navy*, published in 1779, which meeting with an extensive sale, became, as we have been well informed, for some time his principal support. He died in obscurity about the month of May 1796.

**HARRISON, Thomas**,—was nephew to that brave and worthy veteran officer admiral Henry Harrison\*. In 1739 he was lieutenant of the Greenwich†. He was advanced in the month of October 1743, from that rank to be commander of the Lightning bomb-ketch. On the 5th of June, 1744, he was promoted to be captain of the Port Mahon frigate, a vessel employed as a cruiser. In this line of service he had the good fortune to capture, when on his first cruise to the southward of Cape Clear, a valuable French ship, bound from Petit Guave to Bourdeaux, called the New Alliance. No other particulars are given us of this gentleman, except that he died in England on the 17th of August, 1752.

**KEPPEL, Lord Viscount**,—was the second son of William Anne, second earl of Albemarle‡, and the lady Anne Lenox, daughter of Charles Lenox, first duke of Richmond. He was born on the 2d of April, 1725; and having attached himself to the naval service was sent at a very early age to sea, under the protection and care of commodore Anson, when that gentleman was ordered to the South Seas. Of the very few hostile encounters in which this armament was concerned, the attack of Paita may be remembered as the most consequential, and Mr. Keppel is recorded as having had in the trifling defence made by the

\* See p. 24.

† In the month of July, in this year, he married the daughter of Mr. Winter, of the pipe-office, with whom he had a fortune of 5000l.

‡ Of this family Collins gives us the following particulars.

“ One of the most ancient and eminent families among the nobility of Guelderland is this of Keppel, whose castle (situated in a lordship of the same name, in the county of Zutphen, near the Old Yssel) is not more remarkable for its antiquity than the great privileges it enjoys, a particular account whereof may be seen in the description of Guelderland.

“ Wolter van Keppel was lord of Keppel in 1179, and 1231, and founded a monastery at Bethlehem, near Doetinchem. By his wife Beatrice, he was father of Dereck, who became lord of Keppel: and Wolter, who held the lordship of Verwoelde, under his elder brother, which however continued to his posterity, for his younger son, Hendric van Keppel, was seated at Westerholt, near Lochem; and the elder, Derck van Keppel (who was living 1326) had, among other children, a son of his own name, who held the lordship of Verwoelde, as a fief of his cousin, Sweder van Voerst, lord of Voerst and Keppel, in the year 1362. From this noble was lineally descended, in eight generations, Arnold Joost Van Keppel, who attended king William to England, and was created earl of Albemarle, by that prince, Feb. 10, 1695-6.”

enemy,

enemy, a very narrow and singular escape. He accompanied Mr., afterwards sir Piercy Brett, who commanded, and one of the few random shot, fired at the boats, shaved, as is expressed in the account of commodore Anson's voyage, the peak of a jockey's cap, he then wore, close to his temple. No other mention is made of him during the course of the expedition, except that he was appointed a lieutenant after the capture of the galleon. He was in September 1744, almost immediately after his return to England, promoted to be commander of a new sloop of war, but was not permitted to continue long in that situation, being advanced, on the 11th of December in the same year, to be captain of the Sapphire frigate. This vessel was employed as a cruiser, a service in which her commander appears to have been extremely active, and very successful, he having, on the 15th of April, 1745, captured a large French ship from Martinico, bound to Rochfort, called the Atalanta. Her cargo was very valuable, consisting principally of sugar, with some coffee and cotton; nor was her force despicable, she having eighteen guns besides swivels mounted, and being manned with a proportionate crew.

Good fortune continuing to attend him, on the 20th of May following he fell in with, between the Old Head of Kinsale and Cape Clear, a stout Spanish privateer belonging to Bilboa, called the Superbe. This vessel mounted no more than sixteen guns, so that resistance would have been fruitless; but being a very fast sailer, and exerting every manœuvre to escape, was not captured till after a chase of several hours continuance. In 1746 he commanded the Maidstone, of fifty guns, a ship employed in the same line of service: but during this year no other mention is made of him, than as the captor of a small French privateer, called the Ferret, belonging to St. Maloe's, carrying four carriage and ten swivel guns, with a crew of one hundred and twenty men. A melancholy accident befel him on the 7th of July, 1747, as he was giving chase to a French privateer. Running too near the shore on the coast of France, near Nantz, the Maidstone was unfortunately lost; both himself and his crew were happily saved: and there is a picture of him painted by sir Joshua Reynolds, which represents him as just escaped from

shipwreck. Being quickly exchanged, and acquitted honourably of all blame attachable to the preceding misfortune, he was, at the conclusion of the year, one of the members of the court-martial assembled at Portsmouth, for the trial of captain Fox. He was at that time captain of the Anson, a new ship of sixty-four guns, one of the cruising fleet kept at sea in the Channel during the debilitated remainder of the war. The return of peace did not, however, cause the retirement of Mr. Keppel; in 1749, having his pendant on board the Centurion, he was sent commodore of the Squadron employed on the Mediterranean station, where he very eminently distinguished himself, as well by his spirited activity as his agreeable and accommodating manners, at the same time displaying the greatest firmness, when \* either the honour of his country or his own was at the smallest hazard.

Commo-

---

\* The following official particulars will sufficiently explain the honourable manner in which he was received, and the great firmness he displayed on a particular and interesting occasion.—He was sent principally to demand satisfaction for the insult, as well as to procure restitution of the treasure taken out of the Prince Frederic packet-boat, in which he at first met with some obstacles; the conclusion was however fortunate, owing to Mr. Keppel's spirit and perseverance.

“ Algiers, July 14, 1750.

“ On the 24th of June commodore Keppel arrived here, from Mahon, in his majesty's ship the Centurion, with the Assurance, Unicorn, and Seahorse, and was immediately saluted from the ramparts with the usual compliment of twenty-one guns. On the 2d instant the commodore came on shore, and was again saluted with twenty-one guns. Having demanded an audience, the commodore, together with Ambrose Stanyford, esq. his Britannick majesty's consul, who is joined in commission with him, went in the afternoon, attended by a number of officers, and presented their commission, empowering them to adjust all differences between the two nations. To his highness the Dey, on the 7th, they were admitted to another audience, in which they fully explained to his highness the purport of their commission; at both which audiences they were received with great civility.”

“ Algiers, August 27, 1750.

“ On the 22d past, a French vessel, with about seventy passengers on board, came to an anchor in the road from Tetuan; and a report immediately spread that the plague was on board, the Dey gave out that no person should come on shore, and agreed with the French consul that the said vessel should perform a quarantine of forty days: but

Commodore Keppel continued on the same station no inconsiderable length of time, and about the end of the following year concluded a treaty of peace with the Dey of Algiers, for the arrangement of which he sailed from Fort St. Philip's, in the island of Minorca, on the 1st of May. An act of piracy committed by one of the corsairs just before this time, rendered it necessary that some immediate explanation should be given, and that the subsisting treaty should be renewed and republished. The Dey received him in the mildest, and making proper allowances for the eccentricities of the Mahometan customs, the most submissive manner. He acknowledged to him, "That one of his officers, had been guilty of a very great fault, which tended to embroil him with his chiefest and best friends; wherefore he should never more serve him by land or sea, and hoped the king his master, would look on it as the action of a fool or a madman, that he would take care nothing should happen again in the like nature, and concluded by desiring they might be better friends than ever." This declaration was transmitted to England by the commodore, and published by the admiralty on the 22d of May, 1751. In the course of the ensuing summer he arranged a similar treaty with the states of Tripoli and Tunis\*. The term of three years, which is the period usually

---

but as Mr. Keppel, the British commodore, took it into consideration, that as those people were absolutely ignorant of the laws of quarantine, and consequently had neither regulations nor officers adapted thereto, that there would be the greatest danger of the infection being introduced by some rash attempt or other of the passengers; he therefore represented to the Dey, that the important command his Britannick majesty had intrusted him with, obliged him to remonstrate to his highness, that he could by no means think of staying one moment in the bay, unless that vessel was ordered away immediately: upon which the Dey sent that instant for the French druggoman, and gave him orders to send the vessel away directly; which was done accordingly, not only to the satisfaction of the British commodore, but to that of the whole city."

\* "Gazette, No. 9125. Whitehall, Jan. 7, 1752.

"Commodore Keppel, commander of his majesty's squadron in the Mediterranean, has transmitted hither a treaty of peace and commerce between his majesty and the kingdom of Tripoli, concluded and signed the 19th day of September last past, By him, the said com-

usually allotted to commands of this kind, expiring soon after the conclusion of the business just mentioned, the commodore returned to England, where he arrived with his whole squadron on the 26th of August, 1753\*.

In the month of September 1754, he was appointed commodore of the squadron sent to escort the troops for Virginia, which were commanded by the unfortunate Mr. Braddock. He hoisted his broad pendant on board the *Centurion*, of sixty guns, and remained on the same station for some time after he had accomplished the first object of his mission. During his continuance there he appears to have been very actively † employed in the arrangement of divers points connected with the operations intended to be carried into execution against the encroachments of the French, who were seconded by the Indian nations, whom they had spirited up for that purpose.

A private letter from Virginia, dated April the 16th, 1755, gives us the following information. "All the governors on the Continent, with general Braddock and commodore Keppel, had a meeting at Annapolis a few days before, when it is supposed a plan of operations was

comodore Keppel, and Robert White, esq. his majesty's consul-general at Tripoli, with the Divan, Kiaja, Bey, and Bashaw of the state or kingdom of Tripoli.

"The said commodore Keppel has also transmitted hither a treaty of peace and commerce between his majesty and the state of Tunis, concluded and signed the 19th of October last past, by the said commodore and Charles Gordon, esq. his majesty's consul-general at Tunis, with the lord Ali Pascha, Begler Bey, and supreme commander of the said state of Tunis."

\* Collins erroneously states the commodore to have reached England before the end of year 1752.

† Mr. Braddock, in a letter written by him to the secretary of state, dated Williamsburg, Virginia, March 18, 1755, pays Mr. Keppel the following compliment.

"I think myself very happy in being associated with an officer of Mr. Keppel's abilities and good dispositions, which appears by his readiness to enter into every measure that may be conducive to the success of this undertaking. As but four pieces of twelve pounds were given me with the train, and a greater number appeared necessary, I applied to him to have four more from his ships, which he granted me, and many other things I stood in need of." And again, "I have had from commodore Keppel all the assistance possible."

con-

concerted. They went afterwards to the camp of Alexandria, and reviewed the troops, which amounted to about six thousand men, who immediately after marched to Will's Creek, where they are to wait farther orders."

He returned to Europe \* after the defeat of Mr. Braddock, a passenger on board the Seahorse, and the situation of affairs with respect to France becoming daily more critical, the equipment of a formidable naval force was pursued with unremitted vigour. Mr. Keppel was appointed to the Swiftsure, from which he quickly afterwards removed into the Torbay, and was ordered to the Mediterranean with a small squadron, consisting of four ships; but was obliged to return to Plymouth, his people being extremely sickly. In the ensuing month, having in the interim repaired to Spithead, he was sent out senior officer of a small squadron ordered to cruise in soundings, consisting, exclusive of his own ship, of the Essex, of sixty-four guns, with the Unicorn and Gibraltar frigates. He sailed from Spithead at the same time with the unfortunate Mr. Byng. No other particular mention is made of him during the remainder of the year, except his having been one of the members of Mr. Byng's court-martial, and as having applied, though ineffectually, to the house of commons, of which he was then member, to be released from his oath of secrecy taken on that occasion †. In the ensuing year he served under sir Edward Hawke on the unsuccessful expedition undertaken against Rochfort; but is not particularly noticed, otherwise than as having been one of the captains ordered to chase a French ship of the line, which was discovered standing in for the fleet when in Basque Road, but which, notwithstanding all their vigilance, contrived to get off. During the summer of the ensuing year he occasionally commanded a small flying squadron employed on short cruises in the Channel, and off the French coast, a service in which he was tolerably

---

\* Early in 1755 he was chosen representative in parliament for the city of Chichester, as successor to his brother, who became at that time earl of Albemarle, in consequence of the death of his father. At the next general election he was returned for Windsor, which place he continued, through every succeeding parliament, to represent till the year 1780, when he was returned for the county of Surry.

† See vol. iv. p. 173. et seq.

successful, having made several valuable and consequential prizes.

At the conclusion of the year he was appointed commander-in-chief of the expedition sent against the French settlement of Goree, on the coast of Africa, and sailed on the 19th of October, having his broad pendant on board the *Torbay*, with the following force under his command, the *Nassau*, of seventy guns; the *Fougueux*, of sixty-four; the *Dunkirk*, of sixty; the *Litchfield*, of fifty; the *Prince Edward*, of forty; the *Saltash* sloop, two bomb-ketches, one fireship (the *Roman Emperor*), and a number of transports with two regiments of troops on board. Mr. Keppel is on this occasion said to have received an extraordinary commission appointing him commander-in-chief of the troops as well as the squadron. He quitted Cork on the 11th of November, and experienced a number of delays and misfortunes while on his passage. The *Litchfield*, of fifty guns, together with the *Somerset* transport, were wrecked, on the 29th of November, upon the coast of Barbary, about nine leagues to the northward of Saffy; and what rendered the misfortune more lamentable, all the people who lived to reach the shore were made prisoners by the Moors.

Mr. Keppel with the remainder of his force happily got to an anchor off the island of Goree, on the the 24th of December\*, about three o'clock in the afternoon. The

---

\* The following modest but too concise account of this success was given by the commodore in his letter to the secretary of state.

“ Sir,

“ I arrived here with the squadron under my command on the 28th of December past, in the evening. The next morning, agreeable to his majesty's instructions, I attacked, with the ships, the fort and batteries on the island of Goree, which were soon reduced to desire permission to capitulate. The governor's demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected and began a fresh attack: it was, however, but of very short duration, when the forts, garrison, &c. surrendered at discretion to his majesty's squadron.

“ Lieutenant-colonel Worge had his troops embarked in the flat-bottomed boats, in good order and readiness, at a proper distance, with the transports, to attempt a descent, when it should be found practicable or requisite.

“ Two



The *Saltafi* sloop of war was ordered into a bay between point Barnabas and point Goree, to facilitate and cover the landing of the troops whenever it should be deemed expedient. The arrangements for the attack were not completed till the 28th, when, at four in the morning, the flat-bottomed boats were ordered on board the transports to receive the troops, which were all of them ready to be put on shore by nine o'clock. The ships of war were during this time by no means idle or indifferent spectators, preparing themselves to cannonade the fortrefs, which, from particular circumstances, was enabled to make no contemptible defence. The west front was the strongest; it nevertheless became necessary to make the attack on that quarter, as it was the lee side, and if the cables of any of the ships should be cut by the enemy's shot, they could put to sea without danger or farther accident, and return again to the attack: whereas, if the assault had been made on the eastern or weakest front, the ships might, in case of the misfortune already suggested, have ran on shore before they could have again brought up.

The following judicious arrangement was made by Mr. Keppel for the attack. The *Firedrake* bomb was ordered to proceed, covered by the *Prince Edward* from the fire

"Two days after the surrender of the island I ordered it to be delivered up, with the cannon, artillery, stores, and provisions, &c. found in it, to the officer and troops lieutenant-colonel Worge thought fit to garrison the place with; and the colonel is taking all imaginable pains to settle and regulate the garrison in the best manner and as fast as circumstances will admit of.

"The inclosed, sir, is the state of the island, with the artillery, ammunition, and provisions, found in the place at the time of its surrender.

"French, made prisoners of war, three hundred.

"Blacks in arms, a great number; but I am not well enough informed, as yet, to say precisely.

"The loss the enemy sustained, as to men, is so very differently stated to me, by those that have been asked, that I must defer saying the number till another opportunity.

"Iron ordnance, of different bores, ninety-three; one brass twelve-pounder; iron swivels, mounted on carriages, eleven; brass mortars, mounted on ~~beds~~, two of thirteen inches; ditto, one of ten inches; iron, one of ten inches. In the magazine—powder, one hundred barrels; provisions of all species, for four hundred men, for four months."

of

of the enemy, to anchor abreast of a small lunette battery en barbet, a little below the citadel to the northward. The eldest captain, Mr. Sayer, in the Nassau, was ordered to lead the line of battle on the right, and anchor opposite to St. Peter's battery, of five guns: the Dunkirk followed to bring up abreast of a battery to the northward of the former, which was not finished, nor an embrasure at that time opened: the commodore, in the Torbay, followed him, taking, for his part, the west point battery, of five guns, and the west corner of St. Francis's fort, mounting four smaller guns: capt. Knight, in the Fougueux, stationed second on the left, bringing up the rear, (having directions, at the same time, to cover the other bomb on his starboard quarter) had allotted to his share the mortar-battery, so called from two large mortars covered by that battery.

The moment the first ship had dropt her anchor from her stern, she was ordered to hoist a pendant at her mizen-peak, to acquaint the next ship that she had brought up, which signal was to be repeated by each ship as she should take her station, it being a part of the orders that not a gun should be fired till each captain had his ship abreast of his post, and moored both ahead and stern. Mr. Keppel concluded these instructions with his good wishes for their success, desiring they would get on board their respective vessels as fast as possible, and lead on.

The bomb-ketch, and the covering ship, the Prince Edward, proceeded for their appointed station about nine in the morning. The former commenced the assault in about ten minutes after she got under weigh by throwing a shell, which was returned by a very brisk fire from the different batteries of the fort. Their retaliation was too successful, for, as it is said, the second shot which the enemy fired, carried away the Prince Edward's flag-staff, and set fire to her arm-chest, which blowing up, killed a marine. This accident causing some confusion, the enemy profited by it; and finding their fire not returned, pointed their guns with so much care and caution, that several of the crew were killed and wounded, as well as considerable damage done to the ship before she was in a condition to take her revenge.

Mr,

Mr. Keppel, who anxiously watched every incident, observing that the Firedrake considerably overcharged her mortars, insomuch that the shells flew over the island and fell considerably beyond it to the southward, a circumstance those on board could not perceive, in consequence of the smoke in which they were enveloped, he sent his boat on board the Furnace ketch, with orders, "That as they saw the error of the other in overcharging the mortars, they would avoid that extreme; and that, as the enemy seemed bent upon sinking the Prince Edward and Firedrake, he desired they would, at the distance they then were, begin their bombardment, and endeavour, as much as possible, to draw part of the enemy's attention from their suffering friends." The Furnace, in compliance with this order, bore up close under the Fougueux's stern, and coming to on her larboard quarter, began to bombard with some success. Mr. Keppel paid attention in the next instance to the Prince Edward, and made the signal for the Nassau to bear down to her assistance; but a long time elapsed before the enemy's attention could be so successfully divided as to cause any material diversion, for, owing to a dead calm, that ship was nearly thirty minutes in wearing. The commodore himself in the Torbay, together with the Fougueux, were also considerably retarded, particularly the latter, which ship was much impeded by the Furnace bomb-ketch, which ran athwart his lee bow.

Mr. Keppel, in the Torbay, brought up abreast of the capital of the west point battery, so that the enemy could not bring a single gun to bear on him from thence; they could only annoy him from two guns mounted on St. Pierre's bastion, and three in a small lunette on the hill, the attention of both which posts was very considerably attracted by the other attacking ships. The fire, indeed, from the Torbay was so rapid, and at the same time so steadily supported, that the best provided fortification would scarcely have been able to withstand its fury. It is elsewhere observed, "the ship was in one continued blaze of fire; and that part of the island itself opposite to which the Torbay brought up, was darkened in a wonderful and almost incredible degree by the impenetrable cloud of smoke." The defenders, terrified at this artificial thunder, unanimously ran from their quarters, but were  
ordered

ordered to return on pain of instant death. The flag, however, was struck by order of the governor, and the fire of the British squadron ceased.

A lieutenant being ordered on shore, attended by the commodore's secretary, in order to settle and arrange the terms of capitulation, was surprized on being asked before they quitted the boat, "on what terms the surrender was expected?" The lieutenant, astonished at the question, asked "if they had not struck their flag, intimating an unconditional submission resting merely on the clemency of the victor?" He was answered "No: lowering of the flag was intended only as a signal for a parley." Being told the commodore would not listen to any other terms than a surrender at discretion, the French commandant answered, "I am still prepared to defend myself, and will continue to do it, if the French troops are not permitted to march out with the honours of war." The officer remonstrated, but in vain, on the folly of the enemy making any farther resistance, particularly as all the ships were safely and most judiciously posted in their severally allotted stations. But this representation being ineffectual he departed, after having told him, "that a gun fired over the island, by the commodore, should be the signal for the renewal of hostilities."

When Mr. Keppel was informed of the commandant's ridiculous obstinacy, he instantly ordered the signal to be given. It was immediately followed by a discharge of his own broadside, and by a similar salute from every gun in the squadron that was ready, and bore on the works of the enemy. Before, however, the fire could be repeated, the governor finding his soldiers absolutely refused to stand any longer to their guns, ordered the regimental colours to be dropt over the walls, as a signal of surrendering at discretion. Mr. Keppel immediately sent a party of marines ashore, who taking possession of the fort, hoisted the British colours, and finished the ceremony by three loud huzzas from the battlements of the citadel and castle of St. Michael. In the preceding attack upwards of one hundred of the assailants were killed and wounded; but it is positively asserted by Campbell, "that of the French not a single man was killed;" so that the terror alone of what the British arms were able to effect accomplished this,

which may, without much impropriety, be called a premature conquest.

The commodore having taken his prisoners on board and left a sufficient garrison to secure his conquest, repaired, on the 27th of January, to Senegal, for the purpose of making some small though necessary arrangements there, which being accomplished, he returned directly to England, where he arrived in safety on the 1st of March.

During the remainder of the year he served as a private captain in the Channel fleet, commanded by sir Edward Hawke, and bore a very conspicuous distinguished share in the defeat of the French armament under the marquis de Conflans, the *These*, of seventy-four guns, having, as it is reported, been sunk by the fire of the *Torbay*. In the ensuing year he continued to be employed on the home station, principally in the occasional command of one of the small squadrons stationed to watch that remnant of the enemy's fleet which had effected its escape from the encounter just mentioned. He had in the beginning of this year removed into the *Valiant*, a new ship of seventy-four guns, in which he served during the summer, under sir Edward Hawke, in Quiberon Bay. Towards its conclusion he was chosen to command-in-chief a squadron of ten ships of the line\*, besides frigates and smaller vessels, which were to cover an expedition concerted by the British ministry against the coast of France; some, who pretend to be much in the secret, say the island of Martinico. Matters were in so forward a state of preparation, that his late majesty, two days only before his death, saw a battalion of the foot guards, part of the army destined for this service, pass in review before him at Kensington-palace. The death of the king put, however, a temporary stop to the expedition. It was resumed in the ensuing spring, and sent against the island of Belleisle. It sailed from Spithead on the 29th of March, 1761; and the first part of the undertaking bore rather an inauspicious aspect. An attempt was made to land the troops at Lomaria Bay on the 8th of April; but, owing to the natural strength of the part attacked, and the very superior force of the enemy

---

\* In the month of February 1760, he was appointed colonel of the Plymouth division of marines.

to that of the assailants who were able to effect their landing, the latter were obliged to desist with some loss. The commodore himself almost despaired of success, as will appear by the following extract from his official letter.

“ While the repair and adjustment of these defects \* is in hand, I hope some spot may be agreed upon, where we may be more successful in the attempt than we were on the 8th ; but if not so, I hope his majesty will believe I have nothing more at heart than the exertion of the force entrusted to me, in a manner most conducive to the honour of his arms.”

These gloomy appearances were, however, quickly dissipated by the arrival of a second letter, dated on the 23d of April, which we shall here insert.

“ Sir,

“ I had the honour to write you a letter by the *Acteon* frigate, in which I gave but little hopes: since which time the general and myself having considered, that by attempting a place where mounting the rocks was just possible, and where, from the impracticable appearance it had to them, the enemy were no otherways prepared, than by a corps of troops posted to annoy the boats in the attempt, it carried some degree of hope with it, that by making a disposition for the attack of their intrenched bays, and at Sauzon at the same time, which the arrival of the transports with the light horse enabled me to do, we might possibly gain a footing. I have now the greatest pleasure in acquainting you, that his majesty's troops have made good a landing on the rocks near Point Lomaria, and cannot sufficiently commend the spirit and good behaviour of the troops in the attempt, and the judgment with which sir Thomas Stanhope, and the rest of the captains of the king's ships directed the fire upon the hills.

“ Captain Barrington having been employed in many of the operations on this service, I have sent him home with this letter, and beg, sir, to refer you to him for the particulars.

“ I have the honour to be, &c.

“ A. KEPPEL.”

---

\* The damage sustained by the transports and flat boats in the attack and a gale of wind which succeeded it.

This gleam of success was the forerunner of conquest, the citadel of Palais having capitulated on the 7th of June. The commodore remained afterwards on the station, as well for the protection of the new acquisition from any desultory attempt that might be made against it by the remains of the French navy which lay ready for sea in Brest harbour, as for the purpose of blocking up that squadron, consisting of eight ships of the line with four frigates, and consequently preventing their doing mischief in any vulnerable quarter. A violent storm, which happened on January 12, drove the squadron off the station, and compelled it to return to England for reëtment. The Valiant, Mr. Keppel's own ship, had five feet water in her hold when she got into Plymouth, accompanied by four ships only out of the whole armament, the remainder being totally dispersed. He does not appear to have again returned to his station, nor indeed was it possible, for he was, immediately after his arrival, ordered to put himself under the command of sir George Pocock, being chosen to command a division or squadron in the fleet destined for the expedition against the Havannah.

He sailed from Spithead, with the commander-in-chief, on the 5th of March; and nothing material appears to have occurred to him during the passage. When the fleet arrived off the Havannah on the 6th of June, the commodore was appointed to cover the landing of the army, having a detachment of six ships of the line and a proportionate number of frigates, put under his orders for that purpose. The service intrusted to him he executed with great care, attention and success, as Mr. Pocock, in his dispatches, makes the following honourable mention of him:

“ I am glad on this occasion to do justice to the distinguished merit of commodore Keppel, who executed the service under his direction, on the coxemar side, with the greatest spirit, activity and diligence.”

On the 21st of October, 1762, he was advanced to be rear-admiral of the blue, the promotion of flag-officers being in some degree extended beyond its customary limits purposely to include him, he being the junior on the list.

He continued at the Havannah \* some time after its surrender, and was remarkably successful, having taken several valuable prizes as well from the French as the Spaniards. The conclusion of the peace consequently put a temporary period to the services of Mr. Keppel; nevertheless, he did not in civil life remain inactive†, for on the 31st of July, 1765, he was appointed one of the commissioners for executing the office of lord high admiral, a station he continued to hold no longer than the 11th of December, 1766. In the interim, however, that is to say, in the month of September, he took command of the yachts and vessels which convoyed and attended the queen of Denmark to Holland. On the 18th of October, 1770, he was advanced to be rear-admiral of the red; as he was, on the 24th of the same month, to be vice-admiral of the blue: being at the same time intended as commander of the squadron expeditiously fitted for sea, in consequence of an apprehended rupture with Spain, relative to the Falkland islands. The matter was, however, compromised early enough to prevent him from even hoisting his flag.

On the 31st of March, 1775, he was moreover promoted to be vice-admiral of the white; as he was of the red on the 3d of February, 1776. On January 29, 1778, Mr. Keppel was farther advanced to be admiral of the blue, and it being foreseen that a rupture with France was become inevitable, the greatest expedition was used in equipping a formidable fleet, the command of which was given to him. He hoisted his flag at Spithead, in the month of March, on board the Prince George, of ninety guns. When the Victory was equipped and came round from Chatham, he removed his flag on

---

\* "In September a fleet of twenty-five sail of French merchant-ships, richly laden with sugar, coffee and indigo, took their departure from Cape Francois for Europe under cover of four frigates. Five of these vessels were surprised and taken in the night by some privateers of New York and Jamaica. Next day it was their misfortune to fall in with commodore Keppel, who made prize of their whole fleet and convoy, which were carried into the harbour of Port Royal, in Jamaica."—Campbell.

† In 1763 he was appointed one of the grooms of the bed-chamber to his majesty, an appointment he held only till 1766.



board that ship, and on the 8th of June sailed from St. Helen's with the following fleet: the *Victory*, of one hundred guns; the *Queen*, of ninety guns, vice-admiral Harland; the *Ocean*, of ninety guns, vice-admiral Palliser; the *Sandwich*, of ninety guns; the *Prince George* of ninety; the *Foudroyant*, of eighty; the *Shrewsbury*, *Egmont*, *Valiant*, *Courageux*, *Ramilles*, *Hector*, *Monarque*, *Elizabeth*, *Berwick*, *Robust*, and *Cumberland*, of seventy-four guns each; the *America*, *Exeter*, *Stirling Castle*, and *Bienfaisant*, of sixty-four guns each; *Arethusa* frigate, of thirty guns; *Fox* and *Proserpine*, of twenty-eight; the *Alert* and *Meredith* armed cutters; and the *Vulcan* fire-ship; in the whole twenty-seven sail.

On the 17th of the same month\*, the *Lizard* being not more than twenty-five miles distant, two French frigates were discovered, attended by two tenders, apparently reconnoitering the fleet. Ships were ordered by Mr. Keppel to chase and bring the vessels down to him. The *Milford* frigate coming up with one of them, civilly requested her commander to follow him down to the *Victory*, which he peremptorily refused, till a shot being fired at him induced him to compliance. The other French ship was closely pursued by the *Arethusa* and *Alert*, followed, but at a considerable distance astern, by the *Valiant* and *Monarch*, of seventy-four guns each. Mr. Keppel ordered the French frigate, which proved to be the *Licorne*, of thirty-two guns, to be closely guarded during the night, but to be at the same time treated with every possible civility and attention. On the morrow one of the ships stationed to attend her fired a shot athwart her, in consequence of her putting improperly on the contrary tack. This the *Licorne* returned by firing a whole

---

\* It was known as early as the month of May, that the French had ready for sea, in the road of Brest, twenty-two ships of the line and fourteen frigates, commanded by the count D'Orvilliers; and, as the author of the *Continuation of Campbell* justly observes, the situation of the admiral must have been peculiarly embarrassing. By commencing hostilities without orders the whole blame of the war, should it take place, might have been laid upon him: but considering, nevertheless, that it was indispensibly necessary to stop these frigates, as well to procure information as to prevent its being communicated, he did not hesitate in taking decisive measures.

broadside into the *America*, though lord Longford, who commanded that ship, was talking to the French captain in the civilest strain at the very time. This circumstance, together with that of the other French frigate which was pursued by the *Arethusa*, having resisted and killed several men on board the latter ship, caused Mr. Keppel to detain the *Licorne*, as he did a second frigate of the same force, called the *Pallas*, which he met with two days afterwards.

The intelligence he acquired of the superior force of the French fleet\*, by papers found on board these ships, induced him in prudence to return into port for a reinforcement. He arrived on the 28th of June, and being joined by such ships as were ready, again sailed on the 10th of July. He soon got sight of the French fleet; and after some days† spent in manœuvring, brought them to action‡ on the 27th of the same month.

The

\* Which he now found to consist of between thirty and forty sail of the line, and a dozen frigates.

† “At first the French admiral, from his movements, appeared desirous to bring on an engagement, probably supposing the British fleet to be of the same force it was in the preceding month; but on coming nearer he discovered his mistake, and from that moment evidently determined to avoid an action. This plan he adhered to for the three following days, notwithstanding every effort used by the British admiral to bring him to one. All the advantage he could gain in four days was to separate two of the enemy’s line of battle ships, which returned to Brest and could not afterwards rejoin their fleet.”—Campbell.

‡ The following account is that which was officially transmitted to the admiralty board, containing a plain state of the principal leading facts.

“Victory, at sea, July 30, 1778.

“Sir,

“My letters of the 23d and 24th instant, by the *Peggy* and *Union* cutters, acquainted you, for their lordships’ information, that I was in pursuit, with the king’s fleet under my command, of a numerous fleet of French ships of war.

“From that time, to the 27th, the winds constantly in the N. W. and S. W. quarters, sometimes blowing strong, and the French fleet, always to windward, going off, I made use of every method to close in with them that was possible, keeping the king’s ships at the same time collected, as much as the nature of a pursuit would admit of, and which became necessary from the cautious manner the French proceeded in, and the disinclination that appeared in them to allow of my bringing the king’s ships close up to a regular engagement. This left but little  
other

The political contest, the diversity of opinions, the private as well as public animosities which this remarkable

other chance of getting up with them, than by seizing the opportunity that offered, on the morning of the 27th, by the wind's admitting of the van of the king's fleet under my command leading up with, and closing with their center and rear.

"The French began firing upon the headmost of vice-admiral sir Robert Harland's division, and the ships with him, as they led up, they cannonaded the leading ships; and the vice-admiral soon returned the fire, as did every ship as they could close up. The chase had occasioned their being extended, nevertheless they were all soon in battle.

"The fleets, being upon different tacks, passed each other very close. The object of the French seemed to be the disabling of the king's ships in their masts and sails, in which they so far succeeded as to prevent many of the ships of my fleet being able to follow me, when I wore to stand after the French fleet. This obliged me to wear again, to join those ships, and thereby allow the French to form their fleet again, and range it in a line to leeward of the king's fleet, towards the close of the day, which I did not discourage, but allowed of their doing it without firing upon them, thinking they meant handsomely to try their force with us the next morning; but they had been so beaten in the day, that they took the advantage of the night to go off.

"The wind and weather being such that they could reach their own shores before there was any chance of the king's fleet getting up with them, the state the ships were in, in their masts, yards, and sails, left me no choice of what was proper and adviseable to do.

"The spirited conduct of vice-admiral sir Robert Harland, vice-admiral sir Hugh Palliser, and the captains of the fleet, supported by their officers and men, deserves much commendation.

"A. KEPPEL."

List of the killed and wounded.

Ships.			Ships.		
		Killed. Wound.			Killed. Wound.
Monarch	-	2 9	Prince George	5	15
Exeter	-	4 6	Vengeance	- 4	18
Queen	-	1 2	Worcester	- 3	5
Shrewsbury	-	3 6	Elizabeth	- 0	7
Berwick	-	10 11	Defiance	- 8	17
Stirling Castle		2 11	Robust	- 5	17
Courageux	-	6 13	Formidable	- 16	49
Thunderer	-	2 5	Ocean	- 2	18
Vigilant	-	2 3	America	- 1	17
Sandwich	-	2 20	Terrible	- 9	21
Valiant	-	6 26	Egmont	- 12	19
Victory	-	11 24	Ramillics	- 12	16
Foudroyant	-	5 18			

X 3

event

event gave birth to, are still too recent in the minds of all to make it proper or decent for us to enter into any animadversion or remark on the subject, we shall therefore confine ourselves strictly to the relation of mere facts; for when men present at the encounter, and of the highest reputation in the service, have entertained and publicly declared sentiments \* the most opposite from each other, we cannot presume to enter either into exculpation or censure. We cannot, however, refrain from inserting a declaration, as made by the count D'Orvilliers himself, given us by a friend, who soon after the action was a prisoner in Brest. The cool dispassionate opinion of an honourable enemy is, perhaps, among the best evidence that can ever be adduced on any occasion whatever. The count said, "that during the action itself the English had, as he conceived, the advantage; but that, after the firing ceased, he had *out manœuvred* Mr. Keppel." On canvassing his declaration rather closer, it appeared the count imagined he had completely misled and deceived the British admiral, by impressing on him an idea, that he, the count, intended to renew the action on the morrow. This Mr. Keppel himself, in great measure, admits to be true, when he says, in his dispatches, "I allowed their doing it, (forming their line without molestation) thinking they meant handsomely to try their force with us next day."

Mr. Keppel returned into port, and having refitted the ships of his division, sailed from Plymouth on the 23d of August to join sir Robert Harland and sir Hugh Palliser, who went out the day before. Nothing material, however, enough to merit notice, took place during the remainder of this naval campaign†: a variety of anonymous paragraphs were published soon after this time; some of

---

\* "Soon after the action (says Dr. Berkenhout, who betrays evident marks of partiality in his *Continuation of Campbell*) the periodical publications were filled with encomiums or satires on the admiral, according to the various opinions, inclinations, or humours of the different writers, who chose to celebrate or arraign his character, and conduct. Those who approved all the measures of administration were the loudest in condemning his behaviour; while the anti-ministerial party not only justified his proceedings, but held him forth as an object deserving the warmest gratitude and applause of his fellow-citizens."

† Mr. Keppel finally returned from his cruise on the 28th of October.

which were answered by his friends. These invectives and recriminations, as it is elsewhere remarked, might have passed on both sides, as it is thought, without any material consequence, and the case of the two contending parties would have been left to the impartiality of the future historian, had not certain remarks, published in some of the newspapers, in the month of December, called up Mr. Keppel in his place, as a member of the house of commons, to vindicate, as he said, his own character. On this occasion he declared; "If he was to go over the business of the 27th of July again, he would conduct himself in the same manner; every thing that could be done had been done, and, he was happy to say, the British flag had not been tarnished in his hands: he felt himself perfectly easy on that head, and should never be ashamed of his conduct on the day alluded to. The oldest and most experienced officers in his majesty's navy, in every engagement, saw something which they were before unacquainted with, and that day also presented what was new. He impeached no man of neglect of duty, because he was satisfied that the officer alluded to had manifested no want of courage, the quality most essential in a British seaman. He said he was much surprised, when an officer under his command had made an appeal to the public in a common newspaper, signed with his name, before any accusation had been made against him, and which tended to render him (Mr. Keppel) odious and despicable in the eyes of his countrymen."

Sir Hugh Palliser in exculpation of himself, protested "He was so conscious of not having been any hindrance to a renewal of the action with the Brest fleet, on the 27th of July, that he was equally indifferent with the honourable admiral how soon an enquiry were set on foot. He had discovered from what the admiral had just said, that the principal matter weighed against him in the admiral's mind was, the publication in the newspapers, which he had signed with his name, and by which he would abide; if it was imprudent, if it was wrong, the consequence was to himself. To say any thing against a friend was, to a man of sensibility, the most disagreeable thing in nature; but where an officer's reputation was at stake, the removing an unjust stigma was certainly the first object. If there was any reason of accusation, why not make it

openly and fairly? If not, Why insinuate that he had been wanting in point of conduct, though a testimony was given in favour of his courage? This, he said, was a language extremely different from that of the admiral's dispatch, containing an account of the action, in which he informed the admiralty board of the spirited and gallant conduct of all the officers under his command."

Mr, Keppel on his part admitted, " he had given that approbation, and was ready to repeat it, and point the testimony particularly as well as generally. The vice-admiral had alluded to signals, and said it was no fault of his, that the fleet of France was not re-attacked. As to that, he could say, that he presumed every inferior officer was to obey the signals of his commander: and now, when called upon to speak out, he would inform the house, and the public, that the signal for coming into the Victory's wake was flying from three o'clock in the afternoon till eight in the evening unobeyed; at the same time he did not charge the vice-admiral with actual disobedience; he doubted not but, if an enquiry should be thought necessary, that he would be able to justify himself, because he was fully persuaded of his personal bravery."

This long and disagreeable altercation was productive of a charge, exhibited by sir Hugh, against the admiral, which was delivered in to the board on the 9th of December, being to the following purport.

' 1. That, on the morning of the 27th of July, 1778, having a fleet of thirty ships of the line under his command, and being then in the presence of a French fleet of the like number of ships of the line, the said admiral did not make the necessary preparations for fight; did not put his fleet into a line of battle, or into any order proper either for receiving or attacking an enemy of such force; but, on the contrary, although his fleet was already dispersed and in disorder, he, by making the signal for several ships of the vice-admiral of the blue's division to chace to windward, increased the disorder of that part of his fleet, and the ships were, in consequence, more scattered than they had been before, and whilst in this disorder he advanced to the enemy, and made the signal for battle; that the above conduct was the more unaccountable, as the enemy's fleet was not then in disorder, nor beaten, nor flying,

flying, but formed in a regular line of battle on that tack which approached the British fleet, all their motions plainly indicating a design to give battle, and they edged down and attacked it whilst in disorder. By this unofficer-like conduct a general engagement was not brought on, but the other flag officers and captains were left to engage without order or regularity, upon which, great confusion ensued, some of his ships were prevented from getting into action at all, others were not near enough to the enemy, and some, from the confusion, fired into others of the king's ships and did them considerable damage, and the vice-admiral of the blue was left alone to engage single and unsupported: in these instances the said admiral Keppel negligently performed the duty imposed on him.

“ 2dly. That after the van and centre divisions of the British fleet passed the rear of the enemy, the admiral did not immediately tack and double upon the enemy with these two divisions and continue the battle, nor did he collect them together at that time, and keep so near the enemy as to renew the battle as soon as it might be proper; on the contrary, he stood away beyond the enemy to a great distance before he wore to stand towards them again, leaving the vice-admiral of the blue engaged with the enemy and exposed to be cut off.

“ 3. That after the vice-admiral of the blue had passed the last of the enemy's ships, and immediately wore, and laid his own ship's head towards the enemy again, being then in their wake and at a little distance only, and expecting the admiral to advance with all the ships to renew the fight, the admiral did not advance for that purpose, but shortened sail, hawled down the signal for battle; nor did he at that time, nor at any other time whilst standing towards the enemy, call the ships together in order to renew the attack, as he might have done, particularly the vice-admiral of the red and his division, which had received the least damage, had been the longest out of action, were ready and fit to renew it, were then to windward and could have bore down and fetched any part of the French fleet, if the signal for battle had not been hawled down, or if the said admiral Keppel had availed himself of the signal appointed, by the 31st article of the fighting instructions, by which he might have ordered  
those

those to lead, who are to lead with the starboard tack on board, by a wind, which signal was applicable to the occasion for renewing the engagement with advantage, after the French fleet had been beaten, their line broken, and in disorder; in these instances he did not do the utmost in his power to take, sink, burn, or destroy the French fleet that had attacked the British fleet.

“ 4th. That instead of advancing to renew the engagement, as in the preceding articles is alledged, and as he might and ought to have done, the admiral wore and made sail directly from the enemy, and thus he led the whole British fleet away from them, which gave them an opportunity to rally unmolested, and to form again into a line of battle and to stand after the British fleet. This was disgraceful to the British flag, for it had the appearance of a flight, and gave the French admiral a pretence to claim the victory, and to publish to the world that the British fleet ran away, and that he pursued it with the fleet of France, and offered it battle.

“ 5th. That on the morning of the 28th of July, 1778, when it was perceived that only three of the French fleet remained near the British in the situation the whole had been in the night before, and that the rest were to leeward at a greater distance, not in a line of battle but in a heap, the admiral did not cause the fleet to pursue the flying enemy, not even to chace the three ships that fled after the rest, but, on the contrary, he led the British fleet another way, directly from the enemy: by these instances of misconduct and neglect, a glorious opportunity was lost of doing a most essential service to the state, and the honour of the British navy was tarnished.

“ H. PALLISER.”

The official communication of the foregoing charge was made to the admiral the same evening, and the necessary measures were taken to bring the matter to a solemn investigation. A variety of reasons contributed to render it extremely unpopular. Mr. Keppel had by his supposed free condescending manners, rendered himself almost the idol of the service, and considerably ingratiated himself with the whole mass of his countrymen, even those who knew him at a distance, and by character only. His antago-



antagonist, on the other hand, was neither so well and generally known, nor, from his more reserved carriage, so much beloved. He was very industriously represented as the tool of administration; the whole of his conduct was interpreted as tending to a wish of sacrificing his commander-in-chief, and the charge violently imputed to malicious rancour. Moderate men at the same time conceived an impropriety in prosecuting a charge after so long an interval; so that a memorial\*, signed by several of those who

---

• “ To the KING.

“ We, the subscribing admirals of your majesty's royal navy, having hitherto on all occasions served your majesty with zeal and fidelity, and being desirous of devoting every action of our lives, and our lives themselves to your majesty's service, and the defence of our country, think ourselves indispensibly bound, by our duty to that service and that country, with all possible humility, to represent to your wisdom and justice,

“ That sir Hugh Palliser, vice-admiral of the blue, lately serving under the command of the honourable Augustus Keppel, did prefer certain articles of accusation, containing several matters of heinous offence against his said commander-in-chief, to the lords commissioners for executing the office of lord high admiral of Great Britain, he, the said sir Hugh Palliser, being himself a commissioner in the said commission; this accusation he, the said sir Hugh Palliser, withheld from the 27th day of July last, the time of the supposed offences committed, until the 9th day of this present December, and then brought forward for the purpose of recrimination against charges conjectured by him, the said sir Hugh Palliser, but which in fact were never made.

“ That the commissioners of the admiralty, near five months after the pretended offences aforesaid, did receive from their said colleague in office, the charge made by him against his said commander; and without taking into consideration the relative situation of the accuser, and the party accused, or attending to the avowed motives of the accusation, or the length of time of withholding, or the occasion of making the same, and without any other deliberation whatever, did, on the very same day on which the charge was preferred, and without previous notice to the party accused of an intention of making a charge against him, give notice of their intending that a court-martial should be held on the said admiral Keppel, after forty years of meritorious service, and a variety of actions in which he had exerted eminent courage and conduct, by which the honour and power of this nation, and the glory of the British flag, had been maintained and increased in various parts of the world.

“ We beg leave to express to your majesty our concern at this proceeding, and to represent our apprehensions of the difficulties and discouragements which will inevitably arise to your service therefrom,  
and

had been, and were among the leading and most distinguished characters in the British navy, was presented to his majesty, beseeching him to stop all farther proceedings, as they conceived the prosecution of the charge would be totally subversive of the rules and discipline of the navy.

This

---

and that it will not be easy for men, attentive to their honour, to serve your majesty, particularly in situations of principal command, if the practice now stated to your majesty be countenanced, or the principles upon which the same has been supported shall prevail with any lord high admiral, or with any commissioner for executing that office.

“ We are humbly of opinion, that a criminal charge against an officer (rising in importance according to the rank and command of that officer) which suspends his service to your majesty, perhaps in the most critical exigencies of the public affairs, which calls his reputation into doubt and discussion, which puts him on trial for his life, profession and reputation, and which, in its consequences, may cause a fatal cessation in the naval exertions of the kingdom, to be a matter of the most serious nature, and never to be made by authority but on solid ground, and on mature deliberation. The honour of an officer is his most precious possession and best qualification; the public have an interest in it: and whilst those under whom we serve countenance accusation, it is often impossible perfectly to restore military fame by the mere acquittal of a court-martial. Imputations made by high authority remain long and affect deeply. The sphere of action of commanders-in-chief is large, their business intricate, and subject to great variety of opinion; before they are to be put on the judgment of others for acts done upon their discretion, the greatest discretion ought to be employed.

“ Whether the board of admiralty hath by law any such discretion, we, who are not of the profession of the law, cannot positively assert; but if we had conceived that this board had no legal use of their reason in a point of such delicacy and importance, we should have known on what terms we served; but we never did imagine it possible that we were to receive orders from, and be accountable to those who, by law, were reduced to become passive instruments to the possible malice, ignorance, or treason of any individual who might think fit to disfarm his majesty's navy of its best and highest officers. We conceive it disrespectful to the laws of our country, to suppose them capable of such manifest injustice and absurdity.

“ We therefore humbly represent, in behalf of public order, as well as of the discipline of the navy, to your majesty, the dangers of long concealed and afterwards precipitately adopted charges, and of all re-criminatory accusations of subordinate officers against their commanders in-chief, and particularly the mischief and scandal of permitting men, who are at once in high civil office and in subordinate military command, previous to their making such accusations, to attempt to corrupt the public judgment, by the publication of libels on  
their

This application produced no effect, an order having been issued to sir Thomas Pye, admiral of the white, to hold a court-martial, for the trial of Mr. Keppel, on the 7th of January, it accordingly met on that day on board the Britannia. After going through the usual and necessary forms of swearing in the members, &c. it adjourned to the governor's house, a particular act of parliament having, for the accommodation of Mr. Keppel, who was extremely indisposed, been passed for the purpose of authorising a measure, till then unprecedented. It is not within our limits to give even an abridged detail of the trial, which continued, with several short intervening adjournments, till the 11th of February. Suffice it that we briefly state Mr. Keppel was acquitted. Were we even competent to so arduous an undertaking, delicacy to both persons forbids our making the smallest comment on an event so recent. The dæmon of party appears in many instances, on both sides of the question, to have taken full possession of many, who, both as officers and men, stood very deservedly in the highest rank of public opinion. Mr. Keppel having, through reasons already given, possessed considerably the greatest share of what is called popularity, was congratulated on his acquittal by his private friends and his public partizans, with a warmth certainly never yet exceeded, and we believe scarcely equalled.

Though, for the reasons just given, we forbear entering into any account of the trial itself, yet that we may act, as we profess, with the utmost impartiality, we shall subjoin the leading points insisted on by Mr. Keppel in his defence, which will certainly afford no inconsiderable

---

their officers in a common newspaper, thereby exciting mutiny in your majesty's navy, as well as prejudicing the minds of those who are to try the merits of the accusation against the said superior officer.

" Hawke,  
John Moore,  
Bolton,  
Samuel Graves,  
Hugh Pigot,  
Robert Harland,

Bristol,  
James Young,  
Matthew Barton,  
Francis Geary,  
Shuldbam,  
Clark Gayton."

account

account of the nature of evidence adduced in support of the different charges exhibited against him\*.

His

\* To the first charge he answered,

“ I have never understood preparations for fight to have any other meaning, in the language and understanding of seamen, than that each particular ship under the direction and discipline of her own officers, when in pursuit of an enemy, be in every respect cleared and in readiness for action; the contrary of which, no admiral of a fleet without reasonable cause will presume: and as from the morning of the 24th, when the French fleet had got to windward, to the time of the action, the British fleet was in unremitting pursuit of them, it is still more difficult to conceive that any thing more is meant by this charge, than what is immediately after conveyed by the charge that follows it, namely,

“ That on the same morning of the 27th, I did not put my fleet into a line of battle, or into any order, proper either for receiving or attacking an enemy of such force.

“ By this second part of the charge, I feel myself attacked in the exercise of that great and broad line of discretion, which every officer commanding either fleets or armies is often obliged, both in duty and conscience, to exercise to the best of his judgement, and which depending on circumstances and situations infinitely various, cannot be reduced to any positive rule of discipline or practice; a discretion which I will submit to the court, I was peculiarly called upon by the strongest and best motives to exercise, and which in my public letter to the board of admiralty I openly avowed to have exercised. I admit that on the morning of the 27th of July I did not put my fleet into a line of battle, because I had it not in my choice to do so, consistent with the certainty, or even the probability of either giving or being given battle; and because, if I had scrupulously adhered to that order, in which, if the election had been mine, I should have chosen to have received or attacked a willing enemy, I should have had no enemy either to receive or attack.

“ I shall therefore, in answer to this charge, submit to the court my reasons for determining to bring the French fleet to battle at all events; and shall shew that any other order than that in which my fleet was conducted, from my first seeing them to the moment of the action, was incompatible with such determination.

“ In order to this, I must call the attention of the court, to a retrospective view of the motions of the two fleets, from their first coming in sight of each other.

“ On my first discovering the French fleet at one o'clock in the afternoon of the 23d of July, I made the necessary signals for forming my fleet in the order of battle, which I effected towards the evening, when I brought to, by signal, and lay till the morning, when perceiving that the French fleet had gained the wind during the night, and carried a pressed sail to preserve it, I discontinued the signal for the  
line,

His acquittal, and the almost frantic joy which convulsed his friends and the populace on that occasion, are also too recent

line, and made the general signal to chase to windward, in hopes that they would join battle with me, rather than suffer two of their capital ships to be entirely separated from them, and give me a chance of cutting off a third, which had carried away a top-mast in the night, and which, but for a shift of wind, I must have taken: in this, however, I was disappointed, for they suffered two of them to go off altogether, and continued to make every use of the advantage of the wind.

“ This assiduous endeavour of the French admiral to avoid coming to action, which from his thus having the wind was always in his option, led me to believe he expected a reinforcement, a reflection which would alone have been a sufficient reason to determine me to urge my pursuit in as collected a body as the nature of such a pursuit would admit of, without the delay of the line, and to seize the first opportunity of bringing on an engagement.

“ But I had other reasons no less urgent.

“ If by obstinately adhering to the line of battle, I had suffered, as I inevitably must, the French fleet to have separated from me; and if by such separation the English convoys from the East and West Indies, which I have already stated in the introduction to my defence to have been then expected home, had been cut off, or the coast of England had been insulted, what would have been my situation? Sheltered under the forms of discipline, I, perhaps, might have escaped punishment, but I could not have escaped censure. I should neither have escaped the contempt of my fellow-citizens, nor the reproaches of my own conscience.

“ Moved by these important considerations, supported by the examples of admiral Ruffel, and other great naval commanders, who, in similar situation, had ever made strict order give way to reasonable enterprize, and particularly encouraged by the remembrance of having myself served under that truly great officer lord Hawke, when rejecting all rules and forms, he grasped at victory by an irregular attack, I determined not to lose sight of the French fleet by being out-failed, from preserving the line of battle: but to keep my fleet as well collected as I could, and near enough to assist and act with each other, in case a change of wind, or other favourable circumstances, should enable me to force the enemy to action.

“ Such were my feelings and resolutions when the day broke on the morning of the 27th of July, at which time the fleet under my command was in the following position:—Vice-admiral sir Robert Harland was about four miles distant on the Victory's weather quarter, with most of the ships of his own division and some of those belonging to the center—and vice-admiral sir Hugh Palliser at about three miles distance, a point before the lee-beam of the Victory, with his main-sail up, which obliged the ships of his division to continue under an easy sail.

“ The

recent to render a minute detail necessary. The admiral nevertheless ceased to be employed, a circumstance to be expected,

“ The French fleet was as much to windward, and at as great a distance as it had been the preceding morning, standing with a fresh wind close hauled on the larboard tack, to all appearance avoiding me with the same industry as ever.

“ At this time, therefore, I had no greater inducement to form the line than I had on the morning of the former day, and I could not have formed it without greatly increasing my distance from the French fleet, contrary to that plan of operation which I have already submitted to the judgement of the court.

“ The vice-admiral of the blue next charges,

“ That although my fleet was already dispersed, and in disorder, I, by making the signal for several ships of his division to chase to windward, encreased the disorder of that part of my fleet, and that the ships were in consequence more scattered than they had been before, and that whilst in this disorder I advanced to the enemy, and made the signal for battle.

“ In this part of the charge there is a studious design to mislead the understanding, and by leaving out times, and intermediate events, to make the transactions of half a day appear but as one moment.

“ It is indeed impossible to read it without being possessed with the idea, that at half past five in the morning, when I made the signal for six of the ships of the vice-admiral of the blue's division to chase to windward, I was in the immediate prospect of closing with an enemy approaching me in a regular line, and all their motions plainly indicating a design to give battle; instead of which both the fleets were then on the larboard tack, the enemy's fleet near three leagues to windward, going off close by the wind with a pressed sail. My reason, therefore, for making that signal at half past five, was to collect as many of the ships to windward as I could in order to strengthen the main body of the fleet, in case I should be able to get to action, and to fill up the interval between the Victory and the vice-admiral, which was occasioned by his being far to leeward; and it is plain that the vice-admiral must have himself understood the object of the signal, since it has appeared in the course of the evidence, that on its being made, the Formidable set her main-sail and let the reefs out of her top-sails; and indeed the only reason why it was not originally made for the whole division was, that they must have then chased as a division, which would have retarded the best going ships, by an attendance on the vice-admiral.

“ Things were in this situation, when about nine o'clock the French fleet wore and stood to the southward on the starboard tack; but the wind immediately after they were about, coming more southerly, I continued to stand on till a quarter past ten, at which time I tacked the British fleet together by signal, and soon after we were about, the wind came some points in our favour to the westward, which enabled us to lye up for a part of them; but in a dark squall that almost

expected, not wondered at, considering the extraordinary schism which his case and conduct had created, added to the

almost immediately came on, I lost sight of them for above half an hour. When it cleared away at eleven o'clock, I discovered that the French fleet had changed their position, and were endeavouring to form the line on the larboard tack; but finding they could not effect it without coming within gun-shot of the van of the British fleet, they edged down and fired on my headmost ships as they approached them on the contrary tack, at a quarter after eleven, which was instantly returned; then, and not till then, I made the signal for battle. All this happened in about half an hour, and must have been owing to the enemy's falling to leeward in performing their evolutions during the squall; these we could not see, and it produced this sudden and unexpected opportunity of engaging them, as the enemy were near three leagues ahead of me when the squall came on.

" If, therefore, by making the signal for the line of battle when the van of my fleet was thus suddenly getting within reach of the enemy, and well connected with the center, as my accuser himself has admitted, I had called back the vice-admiral of the red, the French fleet might either have formed their line compleat, and have come down upon my fleet while in the confusion of getting into order of battle, or (what I had still greater reason to apprehend) might have gone off to windward out of my reach altogether; for even as it was, the enemy's van, instead of coming close to action, kept their wind, and passed hardly within random shot.

" My accuser next asserts, as an aggravation of his former charge,

" That the French fleet was in a regular line on the tack which approached the British fleet, all their motions plainly indicating a design to give battle.

" Both which facts have already been contradicted by the testimony of even his own witnesses. That the enemy's fleet was not in a regular line of battle, appeared by the French admiral being out of his station far from the centre of his line, and next, or very near to a ship carrying a vice-admiral's flag; some of their ships were abreast of each other, and in one, as they passed the English fleet together with other apparent marks of irregularity. Indeed, every motion of the French fleet, from about nine, when it went on the starboard tack, till the moment of the action, and even during the action itself, I apprehend to be decisive against the alledged indication of designing battle; for, if the French admiral had really intended to come to action, I apprehend he never would have put his fleet on the contrary tack to that on which the British fleet was coming up to him, but would have shortened sail and waited for it, formed in the line on the same tack; and even when he did tack towards the British fleet the alledged indication is again directly refuted, by the van of the French fleet hauling their wind again instead of bearing down into action, and by their hoisting no colours when they began to engage.

the very severe animadversions made by his friends on the behaviour of ministers towards him. He continued, however,

“ Notwithstanding these incontrovertible truths, my accuser imputes it to me that a general engagement was not brought on; but it is evident, from the testimony of every witness he has called, that a general action was never in my choice; and that so far from its being prevented by my not having formed the line of battle, no engagement, either general or partial, could have been brought on if I had formed it: indeed, it is a contradiction in terms, to speak of a general engagement, where the fleet that has the wind tacks to pass the fleet to leeward on the contrary tack.

“ Such was the manner in which, after four days pursuit, I was at last enabled, by a favourable shift of wind, to close with the fleet of France.

“ If I am justifiable on principle in the exercise of that discretion, which I have been submitting to your judgment, of bringing at all events an unwilling enemy to battle, I am certainly not called upon to descend to all the minutiae of consequences resulting from such enterprise, even if such had ensued as my accuser has asserted, but which his own witnesses have not only failed to establish, but absolutely refuted. It would be an insult on the understanding of the court, were I to offer any arguments to shew, that ships which engage without a line of battle, cannot so closely, uniformly, and mutually support each other, as when circumstances admit of a line being formed, because it is self-evident, and is the basis of all the discipline and practice of lines of battle. In the present case, notwithstanding I had no choice in making any disposition for an attack, nor any possibility of getting to battle otherwise than I did, which would be alone sufficient to repel any charge of consequent irregularity or even confusion; yet it is not necessary for me to claim the protection of the circumstances under which I acted, because no irregularity or confusion either existed or has been proved, all the chasing ships, and the whole fleet, except a ship or two, got into battle, and into as close battle as the French fleet, which had the option by being to windward, chose to give them.

“ The vice-admiral of the blue himself, though in the rear, was out of action in a short time after the Victory; and so far from being left to engage singly, and unsupported, was passed during the action, by three ships of his own division, and was obliged to back his mizen top-sail to keep out of the fire of one of the largest ships in the fleet, which must have continued near him all the rest of the time he was passing the French line, as I shall prove she was within three cables length of the Formidable when the firing ceased.”

#### Answer to the second article.

“ The moment the Victory had passed the enemy's rear, my first object was to look round the position of the fleet, which the smoke had



however, constantly to attend in parliament, where his mere presence on some occasions, and particular remarks which

had till then obscured from observation, in order to determine how a general engagement might best be brought on after the fleets should have passed each other.

“ I found that the vice-admiral of the red, with part of his division, had tacked, and was standing towards the enemy with top-gallant sails set, the very thing I am charged with not having directed him to do; but all the rest of the ships that had got out of action were still on the starboard tack, some of them dropping to leeward, and seemingly employed in repairing their damages: the *Victory* herself was in no condition to tack; and I could not immediately wear and stand back on the ships coming up astern of me out of the action (had it been otherwise expedient) without throwing them into the utmost confusion. Sir John Ross, who very gallantly tried the experiment, having informed the court of the momentary necessity he was under of wearing back again to prevent the consequences I have mentioned, makes it unnecessary to enlarge on the probable effect of such a general manœuvre with all the ships ahead. Indeed, I only remark it as a strong relative circumstance appearing by the evidence of a very able and experienced officer, and by no means as a justification for having stood away beyond the enemy to a great distance before I wore, because the charge itself is grossly false in fact.

“ The *Victory* had very little way while her head was to the southward, and although her damages were considerable, was the first ship of the center division that got round towards the enemy again, and sometime before the rest were able to follow her. Even as it was, not above three or four were able to close up with her on the larboard tack, so that had it even been practicable to have veered sooner than I did, no good purpose could have been answered by it, as I must only have wore the sooner back again, to have collected the disabled ships, which would have been thereby left still farther astern.

“ The *Formidable* was no otherwise left engaged with the enemy during this short interval than as being in the rear, a circumstance which must always necessarily happen to ships in that situation, when fleets engage each other on contrary tacks, and no one witness has attempted to speak to the danger my accuser complains of, except his own captain, who, on being called upon to fix the time when such danger was apprehended, stated it to be the time the *Formidable* opened her fire. This renders this application of it as a consequence of the second charge, too absurd to demand a refutation.”

‘ Answer to the third article.

“ As soon as I had wore to stand towards the enemy, I hauled down the signal for battle, which I judged improper to be kept abroad till the ships could recover their stations, or at least get near enough to support each other in action; and in order to call them together

which on others fell from him in debate, served to fan the smothering embers of dissention and rancour, till at length  
time

for that purpose, I immediately made the signal to form the line of battle ahead of all the center and red division. I embraced that opportunity of unbending her main-top sail, which was totally unserviceable, and in doing which the utmost expedition was used, the ships astern of me exerting themselves far as they could in the mean time to get into their stations, so that no time was lost by this necessary operation.

“ The Formidable was ahead of the Victory during this period. It was her station in the line on that tack; yet at the very moment my accuser dares to charge me with not calling the ships together to renew the attack, he himself, though his ship was in a manageable condition, as has appeared by the evidence of his own captain; and though he had wore, expecting, as he says, the battle to be renewed, quitted his station in the front of the line of battle, the signal for which was flying, passed to leeward of me on the starboard tack while I was advancing to the enemy, and never came into the line during the rest of the day.

“ In this situation I judged it necessary, that the vice-admiral of the red, who was to windward, and pushed forward on my weather bow with six or seven ships of his division, should lead on the starboard tack, in order to give time to the ships which had come last out of action to repair their damages and get collected together. The signal appointed by the thirty-first article of the fighting instructions not being applicable, as the French fleet was so nearly ahead of us, that only by keeping close to the wind we could have fetched them, I made the Proserpine's signal, in order to have dispatched captain Sutton with a message to vice-admiral sir Robert Harland to lead the fleet on the starboard tack, but before he had left the Victory with the orders he had received, the French fleet wore and stood to the southward forming their line on the starboard tack. Their ships advanced regularly out of a collected body, which they had got into from the operation of wearing, and not from any disorder or confusion, though, had such disorder or confusion really existed, I could have derived no immediate advantage from it, not having a sufficient force collected to prevent their forming by an attempt to renew the attack. The Victory was at this time the nearest ship to the enemy, with no more than three or four of the centre division in any situation to have supported her, or each other in action: the vice-admiral of the blue was on the starboard tack, standing away from his station totally regardless of the signal that was flying to form the line; and most of the other ships, except the red division, whose position I have already stated, were far astern, and five disabled ships at a great distance on the lee quarter.

“ Most of these facts are already established by my accuser's own evidence, and I shall prove and confirm them all, by the testimony of that part of the fleet whose situations will enable them to speak to them with certainty.

“ I trust

time extinguished their existence. The complete overthrow of the then ministry, in the month of March, 1782,

---

“ I trust they will convince the court that I had it not in my power to collect the fleet together to renew the fight at that time, and that from their not being able to follow me, I consequently could not advance with them; that I did not shorten sail, but only shifted an unserviceable one, when I was far ahead and the ships unable to follow; that I did not haul down the signal for battle till it ceased to be capable of producing any good effect; that during the whole time I stood towards the enemy I endeavoured, by the most forcible of all signals, the signal for the line of battle, to call the ships together in order to renew the attack; that I did avail myself of the ships that were with the vice-admiral of the red, as far as circumstances admitted; and that I therefore did do the utmost in my power to take, sink, burn, or destroy the French fleet, which had attacked the British fleet.”

#### Answer to the fourth article.

“ The French fleet having wore and began to form their line on the starboard tack by the wind, which if they had kept would have brought them close up with the center division, soon afterwards edged away, pointing towards four or five of the disabled ships which were at a distance to leeward, and with evident intention to have separated them from the rest of the fleet. To prevent this I made the signal to wear, and stood athwart their van in a diagonal course to give protection to these crippled ships, keeping the signal for the line flying to form and collect the fleet on the starboard tack. As I had thus been obliged to alter my disposition before captain Sutton left the Victory with my former message, I dispatched him with orders to the vice-admiral of the red, to form with his division at a distance astern of the Victory, to cover the rear and to keep the enemy in check till the vice-admiral of the blue should come into his station with his division, in obedience to the signal. These orders the vice-admiral of the red instantly obeyed, and was formed in my wake before four o'clock. Finding then that while, by the course I steered to protect the crippled ships, I was nearing the enemy, and that the vice-admiral of the blue still continued to lie to windward, by which he kept his division from joining me, I made the signal for ships to windward to bear down into my wake, and that it might be the better distinguished (both being signals at the mizen peak) I hauled down the signal for the line for about ten minutes and then hoisted it again. This signal for ships to windward to bear down he repeated, though he had not repeated that for the line of battle; but by not bearing down himself, he led the ships of his division to interpret his repeating it as requiring them to come into his wake instead of mine.

“ Having now accomplished the protection of the disabled ships, and the French fleet continuing to form their line ranging up to leeward

1782, served to introduce Mr. Keppel again to the country as a public character. On the 30th of March, as one of the

---

ward parallel to the center division, my only object was to form mine in order to bear down upon them to renew the battle. Therefore at a quarter before five, after having repeated the signal for ships to windward to bear down into my wake, with no better effect than before, I sent the Milford with orders to the vice-admiral of the red, to stretch ahead and take his station in the line, which he instantly obeyed; and the vice-admiral of the blue being still to windward with his fore-top-sail unbent, making no visible effort to obey the signal which had been flying the whole afternoon, I sent the Fox at five o'clock with orders to him to bear down into my wake, and to tell him I only waited for him and his division to renew the battle. While I was dispatching these frigates, having before hawled down the signal to come into my wake, I put abroad the signal for all ships to come into their stations, always keeping the signal for the line flying. All this produced no effect on the vice-admiral of the blue; and, wearied out with fruitless expectation, at seven o'clock I made the signal for each particular ship of the vice-admiral of the blue's division to come into her station, but before they had accomplished, it might put an end to all further operations.

"It may be observed, that amongst these signals I did not make the Formidable's. If the vice-admiral chuses to consider this as a culpable neglect, I can only say that it occurred to me, to treat him with a delicacy due to his rank. This had some time before induced me to send him the message by captain Windsor, the particulars of which he has already faithfully related to the court.

"I trust I have little reason to apprehend that you will be inclined to consider my conduct, as I stated it in answer to this fourth article of the charge, as disgraceful to the British flag. After I had wore upon the same tack with the enemy, to protect the disabled part of my fleet and collect the rest together, there would have been little to do to renew the battle, but bearing right down upon the enemy, if my accuser had led down his division in obedience to the repeated signals and orders which I have stated. The Victory never went more than two knots, was under her double reefed top-sails and fore-sails, much shattered, which kept the ships that were near her under their top-sails, and suffered the French fleet, which might always have brought me to action if they had inclined to do it, to range up parallel with the center under very little sail. It was to protect the five disabled ships above-mentioned, and to give the rest time to form into some order, that I judged it more expedient to stand as I did, under that easy sail, than to bring to with my head to the southward. The court will judge whether it was possible for any officer in the service really to believe that these operations could give the appearance of a flight, or furnish a rational pretence to the French admiral to claim the victory, or publish to the world that the British fleet had run away."

Answer

the most powerful of the leading party, he was constituted first commissioner of the admiralty, and sworn in  
one

---

Answer to the fifth article.

“ On the morning of the 28th of July the French fleet (except three sail which were seen on the lee quarter) was only visible from the mast heads of some of the ships of the British fleet, at a great distance from me. This afforded me not the smallest prospect of coming up with them, more especially as their ships, though certainly much damaged in their hulls, had not apparently suffered much in their masts and sails; whereas the fleet under my command was generally and greatly shattered in their masts, yards and rigging, and many of them unable to carry sail. As to the three French ships, I made the signal at five o'clock in the morning for the Duke, Bienfaisant, Prince George, and Elizabeth, to give them chase, judging them to be the properest ships for that purpose; but the two last were not able to carry sufficient sail to give countenance to the pursuit: and looking round to the general condition of my fleet, I saw it was in vain to attempt either a general or a partial chase. Indeed, my accuser does not venture to alledge, that there was any probability, or even possibility of doing it with effect, which destroys the whole imputation of his charge.

“ Under these circumstances I trust I could not mistake my duty; and I was resolved, as I have already before observed in the introduction to my defence, not to sacrifice it to an empty show and appearance, which is beneath the dignity of an officer, unconscious of any failure or neglect. To have urged a fruitless pursuit, with a fleet so greatly crippled in its masts and sails, after a distant and flying enemy within reach of their own ports, and with a fresh wind blowing fair for their port, with a large swell, would have been only wantonly exposing the British fleet under my command without end or object. 'T would have been misleading and defeating its operations, by delaying the refitment necessary for carrying on the future service with vigour and effect.

“ My accuser asserts, by a general conclusion to the five articles exhibited against me, that from what he states as instances of misconduct and neglect in me, a glorious opportunity was lost of doing a most essential service to the state, and that the honour of the British navy was tarnished.

“ The truth of the assertion, that an opportunity was lost, I am not called upon either to combat or deny; it is sufficient for me if I shall be successful in proving, that that opportunity was seized by me, and followed up to the full extent of my power; if the court shall be of that opinion, I am satisfied, and it will then rest with the vice-admiral of the blue to explain to what cause it is to be referred, that the glorious opportunity he speaks of was lost, and to whom it is to be imputed (if the fact be true) that the honour of the British navy has been tarnished.”

one of the members of the privy council, an advancement attended immediately afterwards by professional promotion.

Mr. Keppel then proceeded to the examinations of the witnesses in support of his case; and the court martial, which continued to sit till the 11th of February, came on that day to the following resolution,

“That it is their opinion the charge against admiral Keppel is malicious and ill founded, it having appeared that the said admiral, so far from having, by misconduct and neglect of duty, on the days therein alluded to, lost an opportunity of rendering essential service to the state, and thereby tarnished the honour of the British navy, behaved as became a judicious, brave, and experienced officer.”

The president then delivered him his sword, and in a short speech congratulated him on its being restored with so much honour, and hoping ere long he would be called forth, by his sovereign, to draw it again in the service of his country.

A few days after his acquittal both houses of parliament agreed unanimously in a vote of thanks for his gallant behaviour on the 27th of July: that of the lords was sent by the lord chancellor; and that of the commons delivered to the admiral, in his place, by the speaker. The city of London, and West India merchants followed this example.

The author of the *Continuation of Campbell*, who appears rather more active as a partizan of Mr. Keppel than is consistent with the strictness of an impartial historian, concludes his account of this remarkable event in the following terms:—

“Thus ended this celebrated trial, from which the public were led to form a very different opinion of the action, of the 27th of July, from that which naturally presented itself on reading the admiral’s public letter to the commissioners of the marine department. This letter, though it contained nothing directly in opposition to truth, (unless the general panegyric bestowed on the spirited conduct of sir Robert Harland, sir Hugh Palliser, and the captains of the fleet, be supposed to imply an acquittal of every individual from the crime of disobedience) yet by concealing part of the truth, tended to mislead the judgment of the public, and to give them both an inadequate and erroneous idea of the action. It seemed from the letter that the admiral could have attacked the French fleet a second time that afternoon while they were forming the line of battle; but it appeared from the evidence that this could not have been done, nor the engagement renewed at any time that day, without giving an evident advantage to the enemy, as sir Hugh Palliser’s not coming into the admiral’s wake, agreeable to the signal, left the British fleet, throughout the whole afternoon, greatly inferior to that of France. To this he is as it were compelled to add,

“When the voice of party spirit shall be heard no more, the impartial voice of history will ask admiral Keppel, Why he did not make the particular signal for each ship in the blue division separately to come into his wake, when he saw sir Hugh Palliser refusing to obey his signal? By this means the engagement might have been renewed, though

promotion, and his exaltation to the rank of viscount. On the 8th of April he was made admiral of the white, and on the 29th of the same month was created viscount Keppel, of Elvedon, in the county of Suffolk.

His station of first commissioner of the admiralty he quitted for a few weeks, on the 28th of January, 1783, but resumed it again on the 8th of April ensuing, the celebrated coalition then taking place between a select number of his lordship's party and several of the leading persons of the former ex-ministry, who had, in the preceding year, been ranked among the most violent of his enemies. He retained his high station only till the 30th of December following, when a political convulsion, equal in extent to that which first introduced him to it, caused him finally to quit this public character of first minister of marine. He survived but a very few years, dying on the 2d of October, 1786, having been long afflicted with the gout, and other grievous bodily infirmities, in the sixty-third year of his age.

It will be almost impossible to attempt any delineation of his lordship's character without incurring censure, either from his admirers, or those of a different description. This will ever be the case with a man who, by unfortunately having merits and qualities attributed to him superior to those he really possessed, has induced a denial from his opponents of such virtues as they would without opposition have unanimously allowed him the possession of, had not his friends, by their imprudent attempt to raise him into something more than an hero, caused the former to counterbalance extravagant panegyric by ill-founded censure. Prior to that ill-fated event, which all men must admit was injurious to the country, the service, and his own fame, he was the idol of all parties and ranks, whether in or out of service: his bravery, his prudence, his activity, his diligence, he

---

though the Formidable had continued in disobedience. However delicate a point it might be to criminate an officer who had behaved bravely, yet it will be allowed that every degree of delicacy ought to have given place to the duty Mr. Keppel owed his country. The letter written after the action, inserted in the London Gazette, will be a sufficient warning to future commanders not to bestow praise if they think censure is due."

had happily afforded reiterated proofs of: a frankness of disposition, an affability, that trait of character usually distinguished by the appellation of good humour, had acquired him, among the seamen, a degree of love bordering almost on adoration. To a character anonymously given of him at the time of his decease it is subjoined, "That on every occasion he proved himself the friend of the meritorious, and the seaman's protector; and that no officer in the service possessed the love of the navy equal to himself."

There was, however, a manifest alteration, both in his disposition and carriage, after his accession to the high rank he held in the ministry, an alteration painfully observed by his warmest admirers; his former apparent openness and freedom of behaviour became, probably through necessity, converted into reserve; and his good nature sunk into an habit of promising those things which neither his power allowed, and, perhaps, on many occasions his inclination did not induce him to fulfil. This change caused him, by insensible degrees, to lose much of that popularity he had before acquired; and it is by no means certain, if chance, or the political current of affairs had permitted him to continue much longer moving in the public sphere, he would have experienced the same mortifying reverse which has, ever since the existence of governments, occasionally attended the brightest meteors of popularity. As it was, he lived not to acquire the dignity of being publicly hated, but passed through the latter end of life unmolested, unsatyrised, and nearly unnoticed.

With many excellent qualities possessed by this gentleman were certainly mingled some failings, a consequence naturally attendant on the imperfection of human nature; and those who wish to impress on posterity consummate perfection of character, are certainly guilty of premeditated flattery and falsehood.

LESLIE, Lachlin,—was a gentleman of very honourable Scottish extraction. The first notice we find taken of him, as a naval officer, is in the year 1739, when he was appointed commander of the Hawke sloop of war. He served after the commencement of the war in the same station, till he was, on the 8th of September, 1744, promoted to be captain of the Sandwich, a second rate, at that time the flag ship of Mr. Medley, but in which he remained a few days only. We have no information of  
any



any subsequent command held by this gentleman, or, indeed, after its conclusion, till the year 1758, when he commanded the *Bristol*, of fifty guns, one of the ships on the West India station under commodore Moore. He rendered himself remarkable by his very spirited conduct, on the 17th of January, in the attack of Fort Negro on the island of Martinico. When the guns of the enemy were silenced by the *Bristol*, supported by the *Rippon*, which had anchored astern, the marines of both ships were landed and took possession of the fortress, which they found entirely abandoned. Captain Leslie being informed the fort was tenable against any attempt that might be made by the enemy, consequently gave orders that it should be defended to the last extremity; but when all farther attempts against the island were given up, the powder and guns were destroyed or rendered unserviceable by the detachment. He had it in his power to return the support and succour rendered him on this occasion by captain Jekyl\*, at the attack of Guadaloupe on the 23d of January, 1759, having disengaged the *Rippon*, which lay in a distressed situation exposed to the fire of a formidable battery belonging to the enemy, from which danger she was not extricated but with considerable loss. Captain Leslie was immediately afterwards promoted to the *Buckingham*, but did not long continue in that situation, being sent home, in the month of May, with intelligence of the surrender of the island just mentioned.

On his arrival in England he was appointed to the *Monarch*, of seventy-four guns; in this ship he was not equally successful, finding no particular opportunity of distinguishing himself. In 1761 he was appointed commodore commander-in-chief at the Nore; he accordingly hoisted his broad pendant on board the *Princess Royal*, of eighty guns; but had not long the happiness of retaining so honourable a post, dying on the 31st of March, 1762.

LOFTING, Samuel.—We find this gentleman, in 1742, commander of the *Wolf* sloop of war, and employed as a cruiser, a service in which he had considerable success, having, about Christmas, captured a stout privateer, and re-possest himself of two prizes taken by the

---

\* Of the *Rippon*.

the same manner during the whole of the ensuing year, and in the month of December distinguished himself extremely on the following occasion: He was cruising off Oporto, when he received information that a stout privateer, together with two prizes captured by her were lying within the river, and that the fort which defended the entrance had only a few guns mounted; he proceeded thither, and on the 16th cannonaded the fortrefs, which, in the official account, is called a castle, from half past eight o'clock in the morning till eleven. During this time he dispatched his boats manned and armed into the river, with orders to cut out whatever ship they found there; they were accordingly successful enough to bring off the two prizes, but could not meet with the privateer, which had ran farther up out of their reach.

His gallantry on this occasion was rewarded by promotion, on the 22d of June, 1744, to be captain of the *Wager*, of twenty-four guns, in which he was employed in convoying the trade to *Hamburgh*. From this vessel he was, in the beginning of the year ensuing, promoted to the *Kinsale*, of forty guns, and sent to *Holland*, with some other vessels, for the purpose of convoying thither the yacht, having on board the duke of *Cumberland*, who was at that time commander-in-chief of the British army in *Germany*. He was immediately afterwards ordered to the *West Indies*, where, behaving improperly, though in what immediate or particular instance we do not know, he was, on the 16th of July, 1745, sentenced to be dismissed the service. This is the last occasion on which we find any mention made of him.

MOGG, Thomas.—This gentleman was promoted, in 1741, from the rank of lieutenant to be commander of the *Spence* sloop of war, a vessel employed at that time on the *Mediterranean* station. He continued there till his advancement, in the year 1744, to be captain of the *Rochester*; but is not otherwise mentioned than as having been the person who conveyed to *Nice* the intelligence of the encounter between admiral *Mathews* and the united fleets of *France* and *Spain*. He was not present at the action, but procured his information from two or three vessels he enemy a short time before. He continued occupied in  
casually

casually met with at sea. We do not find any mention\* made of him in the service after his appointment to the Rochester, and believe him not to have held any command for some years previous to his decease. In the latter part of his life he was much distinguished as a very active and upright magistrate, he having, most probably on his retirement from the navy, been put into the commission of the peace, not merely, we believe, as is the common compliment paid to private gentlemen of fortune, but from an high opinion of the service he was capable of rendering the community in a civic department. He died on the 22d of October, 1756.

NORBURY, Conningsby, — nephew to captain Con. Norbury, whom we have already noticed, vol. iv. p. 12. He was appointed captain of the Gibraltar frigate on the 17th of November, 1744. In 1748 he was captain of the Loo, a fifth rate of forty-four guns, on the Virginia station, which, we are sorry to say, is all the information we have been able to collect concerning him, till, in 1757, when we find him commander of the Hampshire, of fifty guns. He retained this command some years, and in 1760 was on the Jamaica station, under the orders of rear-admiral Holmes. He distinguished himself very much in the month of October, in the attack of the French frigates † off Cape François, two of them, the Prince Edward and the Fleur-de-lys, of thirty-two guns each, being destroyed by captain Norbury. This gentleman appears to have closed his naval career with this action, not being mentioned as holding any command after his return to England before the close of the last-mentioned year.

He retired about the year 1763 totally from the service, and was consequently not even put on the superannuated list as a rear-admiral, having declined making any application for that purpose. We believe him to have died in the year 1786.

O'HARA, Patrick.—We are almost in the same predicament with regard to this gentleman as we were respecting the former. He was promoted on the 16th of November, 1744, from the rank of lieutenant to be cap-

\* In the course of the month he is particularly mentioned as having captured eighteen small vessels, laden with provisions and other necessaries for the use of the enemy's Italian army.

† See page 202.

tain of the Gosport. This, notwithstanding we entertain not the smallest doubt of his having held many intervening commands\*, is the only information we have been able to collect concerning him, till the month of October 1759, when he was made captain of the *Loo*, a forty-gun ship. At the latter end of the year 1762 he was put on the superannuated list with the rank and half-pay of a rear-admiral. He died at his house in Park-street, on September 18, 1774, having been many years extremely infirm.

OSBORNE, James,—was, in the very beginning of the year 1744, promoted from the rank of lieutenant to be commander of the *Merlin* sloop. On the 28th of September following he was advanced to be captain of the *Shoreham* frigate. He continued a long time in this vessel, which was principally, if not wholly employed during that period as a cruiser, a service in which he met with no inconsiderable success, having captured several small privateers belonging to the enemy, which, though of inconsiderable force, were nevertheless capable of effecting great mischief against the British commerce. He is not again mentioned till the year 1749, when he was captain of the *Bristol*, and one of the members of the court-martial which was held on board the *Invincible*, for the trial of lieutenant Couchman and others, the mutineers on board the *Chesterfield*. Captain Osborne quitted the *Bristol* at the end of the year 1751, and was appointed not long afterwards, as it is said, † to a guardship, a second rate. He died, not improbably in this very command, on the 14th of December, 1754.

PARRY, William,—was the descendant of a very ancient and noble Welch family. In 1732 and the following year he served as midshipman on board the *Torrington*, a fifth rate, on the Mediterranean station. We find him to have been, in 1739, second lieutenant of the *Ruby*, a 50-gun ship, then commanded by the unhappy capt. Goodere. The unfortunate conduct of his commander, contrasted, as we have already shewn in our account of him, with those good qualities, and, indeed, virtues, which, till his last

---

\* Particularly one in the Mediterranean, but we do not know the ship's name.

† Some accounts say the *Duke*, but these are erroneous, there being no ship of that name then in commission.

melancholy and wicked act, had uniformly marked his behaviour and manners on all occasions, raised in Mr. Parry so poignant a grief at his fate, that he could not, even many years afterwards, bear the recollection of the tragic story without the greatest agitation, and shedding tears. It must, indeed, be particularly distressing to him, to have the disagreeable task of seizing a man, as a felon and murderer, whom he had on every former occasion perfect reason to respect, to love, and to revere. Of his intermediate appointments we are ignorant, otherwise than that we find him to have been commander of a bomb-ketch, and on the 2d of October, 1744, to have been appointed captain of the *Sandwich*, a second rate. In the month of June 1745, he was removed into the *Prince George*, a ship of the same force and rate. In 1747 he was captain of the *Intrepid*, one of the home squadron, but not among the ships engaged in the defeat of *Jonquiere* under lord Anson, or *L'Etendiere* under sir Edward Hawke. We find no other particulars of his service during the continuance of the war, for the next mention that occurs concerning him is, that in the month of December 1749, he was one of the members of the court-martial held at Deptford, for the trial of rear-admiral Knowles.

How long he continued in command after this time we know not, nor what commissions, if any, which he afterwards held, till early in the year 1755, when he was appointed to the *Kingston*, of sixty guns, one of the ships ordered to be equipped at Chatham in consequence of an apprehended rupture with France. In the ensuing year the *Kingston* was one of the fleet ordered to the Mediterranean under the unfortunate Mr. Byng. He continued in the same ship, with some short intervals, several years; and, in 1757, was employed on the unsuccessful expedition undertaken against *Louisburg*, under the command of Mr. Holburne; as he again was, in 1758, in that more fortunate one conducted by Mr. Boscawen. During a part of the year 1759 he did not command the *Kingston*, most probably on account of some temporary illness; and that ship being then employed in the Channel under sir Edward Hawke, he was not present at the defeat of the marquis de Conflans's armament. He resumed his command early in 1760, and was ordered to *Quebec*, from whence he returned in the month of November, having

having on board a number of French prisoners captured at the relief of that fortress. Soon after his return to England he quitted the Kingston, and continued for some time unemployed. Before the conclusion of the war he was appointed, although a very old captain, to go out a passenger to the Montague, a fourth rate of sixty guns, then in the Mediterranean. The commander-in-chief there thinking it improper that the oldest captain of that Squadron should serve in a sixty-gun ship, moved captain Edward Hughes from the Somerset, a third rate of sixty-four guns, into the Blenheim, the flag ship, a second rate of ninety guns, and appointed captain Parry to the Somerset, with orders to hoist a broad pendant and command a division. Notwithstanding this, when a promotion of flag-officers was made, captain Parry, though at that time in actual service, was left out. This was said to be done in consequence of a list left by lord Anson of the promotion he intended, had he lived. As captain Parry could then no longer serve, his juniors being promoted, he returned to England, and with some difficulty obtained his rank\*.

On the 21st of October, 1762, he was advanced to be rear-admiral of the blue. In 1766, having hoisted his flag on board the Preston, of fifty guns, he was sent out commander-in-chief on the Jamaica and Windward Island station, where he remained three years, the time usually allotted for the duration of such appointments in time of peace, and, as might naturally be expected, without meeting with any occurrence interesting enough to demand our particular notice. He was, while absent, advanced, on the 18th of October, to be rear-admiral of the red, and in six days afterwards, to be vice-admiral of the blue. Not long after his return he was sent out in the same capacity to the Leeward Islands, where nothing remarkable happened, except a trivial dispute with the governor of Porto Rico relative to a claim made by the English on Crabb Island, which was amicably and honourably adjusted. On the 31st of March, 1775, he was advanced to be vice-admiral of the white; as he was, on the 3d of February, 1776, to be vice-admiral of the red; and, lastly, on the 29th of January, 1778, to be admiral of the

---

\* We mention this circumstance as a proof of that injurious partiality so frequently displayed by his lordship, but which was never more strongly manifested than in the case of captain Parry.

blue. He never held any command after his second return from the West Indies, passing the remainder of his life in honourable and happy retirement, having very justly acquired the universal reputation of a good commander, as well as a truly honourable and worthy man. He died at his house at Addington-brook, in the county of Kent, on the 29th day of April, 1779.

PHILLIPSON, John, — was a young gentleman on the quarter-deck of the Torrington, a fifth rate of forty guns, so early as the years 1735 and 1736; he was one of the lieutenants of the Namur under admiral Mathews in 1743, and by that gentleman appointed to the command of the Salamander bomb-ketch, in which vessel he returned to England. On the 17th of February, 1744, he was promoted to be captain of the Dolphin, as successor to Mr. Geary. He was in a very short time afterwards advanced to the Deptford, of sixty guns, as captain to Mr. Barnet, who was appointed commodore and commander-in-chief on the East India station. He died there on the 30th of March, 1745.

ROBINSON, Robert, — was, in the year 1743, lieutenant of the Namur, at that time the flag-ship of admiral Mathews, and was, after the encounter with the French and Spanish fleets off Toulon, promoted, on the 22d of February, 1744, to be captain of the Marlborough, as successor to captain Cornwall, who was unhappily slain in the preceding engagement. He very soon removed into the Diamond frigate on the same station; but no other mention whatever, far as we have been able to discover, is made of him, either during the continuance of the war, the ensuing peace, or the succeeding period of hostilities; so that on whatever services he might be employed on, they must, unhappily for him, have been extremely un consequential. At the end of the year 1762, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He lived ever afterwards in retirement at Eltham, in the county of Kent, where his son was, on the 4th of June, 1766, married to Miss Kerby of that place. The admiral died at Eltham on the 10th of September, 1785.

SOMERS, Thomas, — was, on the 4th of September, 1744, appointed captain of the Superbe. He was not long afterwards removed into the Deal Castle; and from thence, in the month of June 1747, appointed to the

**Expedition.** Having been guilty of some misconduct, and particularly in ill-treating divers of the officers under his command, he was brought to a court-martial, and sentenced to be dismissed the service some time in the year 1748. The time of his death is unknown to us.

**SPRAGGE, Edward**, — a descendant of the brave and gallant sir Edward Spragge, who served as an admiral and lost his life in the third Dutch war, temp. Car. II, was promoted, from the rank of lieutenant, to be commander of the *Saltash* sloop; and being advanced to the rank of captain, was appointed to the *Princess Amelia* on the 11th of June, 1744. He did not long retain that command; but though he was immediately commissioned to some other on quitting the first ship he was appointed to, we have not been able to investigate its name, or the service in which it was employed, farther than that we know it to have been one of those on the home or Channel station, as we find him, in the month of January 1745, one of the members of the court-martial, held at Portsmouth, for the trial of captains Griffin, Mostyn, and others; and, in the month of September, engaged in the same disagreeable duty at Chatham, on the charge preferred against captains Burrish, and others, for misbehaviour in the action off Toulon.

He continued to be one of the members of the same court, in the month of May 1746, when it was removed to Deptford for the trials of the admirals Mathews and Lestock. No other mention is made of him far as we have been able to discover, except that he died on the 24th of January, 1757.

**SWANTON, Robert**. — The first information we have of this gentleman is, that in the month of January 1743-4, he commanded the *Astrea*, an armed ship in the service of government, and employed on the American station. This vessel was, at the time above stated, burnt at Piscataway, of which melancholy accident captain Swanton gave the following account.

“ On Tuesday the 17th instant, about two in the morning, a fire broke out in the fore hold, and instantly the beams under the forecaille were in a blaze. We laboured hard, and once thought we had got the better of it; but the water alongside was no sooner in the buckets but it became ice, so that they scarce delivered a quart. By these



means the fire broke out again with great violence, and rendered all our endeavours to extinguish it vain, for in a few hours she was burnt down to the water edge. Most of the officers stores were ashore, the powder in the public magazines; and as all the guns fell into the wreck I shall have no difficulty in recovering them."

On the 27th of August following he was promoted to be captain of the *Mary Galley*, but in what manner employed we know not. In the month of September 1745, he was one of the members of the court-martial, held at Chatham, for the trials of captain Burrish, and others, which is the only material mention we find made of him during the continuance of the war, or the peace which succeeded it. At the latter end of the year 1756, not long after the renewal of hostilities with France, he was appointed to the *Prince*, of ninety guns, and without doubt held many intermediate commands, of which we are unfortunately uninformed. He not long afterwards removed into the *Vanguard*, of sixty-eight guns, a ship employed on the home or Channel station\*, till the year 1758,

---

\* The following letter is said to have been written by a person on board at the time of the transaction alluded to took place. We have been the more induced to insert it, because historians, and even the gazettes have been silent on a business which certainly reflects too much honour on captain Swanton to be forgotten.

"This acquaints you that we sailed from Plymouth on the 7th of November to join sir Edward Hawke's Squadron, but could not meet with it. Hard gales of wind with squalls from the westward were our constant companions for the first month. On the 17th, at night, we lost our main-top-mast and half the main-top. Next morning the remaining part of the top was brought down to be repaired, and by the 19th, in the evening, we had it over the mast-head again. Sunday the 20th, in the morning, we saw several ships steering E. S. E. at eight we wore and bore down to them. As it was squally and hazy, we ran very near before we could discover who they were; but as the weather cleared up found it was the French fleet, consisting of seventeen ships of war, returning from North America, commanded by a vice and rear admiral, with a commodore. This was in the latitude of Brest, 67 leagues from the Lizard. It being too great a force for us, we hoisted a French jack and hauled close upon the wind. The French are certainly the most polite people to strangers (at first sight) I have met with, for we were obliged to pass by the rear of their fleet within musket-shot, and not one of them offered to fire, though it was in their power to sink us. At nine their admiral made the signal for a general chase,

1758, when he was ordered to Louisburg with Mr. Boscawen. He continued in the Vanguard during the whole of the war; but no farther mention is made of the manner or service in which he was occupied till the beginning of the year 1760, when he was ordered to Quebec with a small force, of which he was senior or commanding officer.

---

chace, five of them soon got into our wake, and putting about, in less than an hour their whole fleet was in full cry after us. The loss of our main-top-mast (three days before) deprived us of several sails which would have been of great service at this juncture; and it blew so hard in squalls, that the cross jack-yard broke, the mizen-top sail split, and we were in danger of losing our fore-top-mast. Their rear-admiral with his division led large to intercept us if we had bore away; and the commodore kept to windward in order to weather us. A quarter before one in the afternoon their headmost ship came up with us, ran under our lee quarter, and gave us a broadside. Captain Swanton, our commander, whose behaviour (during the chace and in the engagement) was one continued scene of prudence and true courage, would not permit us to return the compliment till monsieur was within musket-shot, when all the guns we could run out were brought to bear upon him. He discharged three broadsides at us before we began to fire: the captain then ordered our colours to be hoisted; the officers and crew (who were all determined to defend the ship to the last extremity) gave three cheers, and poured a broadside into the centre of the French ship. Our people behaved extremely well, took good aim, and fought for more than two hours.

“ Our antagonist, after having dropped astern several times, and in vain endeavoured to rake us fore and aft, at last bore away and fired several guns as signals of distress. She mounted seventy-four guns; and being to leeward of us ran them all out, while we could open no more than two of our lower deck ports, for it blew hard, and we were obliged to engage under all the sails we could set; consequently our adversary had the advantage of firing thirty-seven guns to our twenty-three. As most of our guns were directed to her hull, she must have received great damage between wind and water.

“ We had several men wounded, and one killed by a grape shot, which came through one of the lower deck ports. The enemy tried to dismast us, and elevated his guns so high that many of the shot went over us. Our sails and rigging were cut to pieces.

“ When the French admiral saw our adversary had been so roughly treated he made the signal to leave off chace. By this time the commodore, in a ship of eighty-four guns, was on our weather quarter, and in less than an hour would have been alongside of us: on seeing the signal he gave us two broadsides, but none of his shot reached us.

“ They all bore away for Brest, and night coming on we lost sight of them.”

He

He arrived on the 11th of May off the isle of Bec, in the river St. Lawrence, with his own ship and the Diana frigate only. He intended to have waited there for the rest of the Squadron which had separated from him in the passage from England; but having, on the 14th, received advice from brigadier-general Murray, that Quebec was besieged and much pressed, he got under sail with all possible dispatch, and anchored above Point Levi on the 15th, in the evening. He there found the Lowestoffe frigate, one of his Squadron, which had arrived a few days before him. Captain Deane, who commanded that ship, immediately came off with a message from general Murray, who earnestly recommended the attack of the French naval force, which then lay above the town, and consisted of two frigates, as many armed ships, together with several vessels of inferior consequence. The commodore in consequence, ordered captain Deane, together with captain Schomberg in the Diana, who was there also, to slip their cables early the next morning and attack the enemy. No sooner did they perceive the British ships approaching than they made off in the greatest confusion. One of them, called the Pomona, was driven on shore above Cape Diamond; the Atalante, which was the name of the other, ran ashore and was burnt at Point-au-Tremble, about ten leagues above the town; the greater part of the smaller vessels were either driven on shore, or otherwise effectually destroyed. The consequence produced by this success was of the most happy kind; the enemy, struck as it were by a thunderbolt, on viewing the demolition of their naval force, went off the same evening, and abandoned the siege with so much precipitation as to leave behind them their whole battering train, amounting to thirty-four pieces of heavy cannon, together with six mortars, all their camp equipage, provisions, and stores, collected with labour almost incredible, at an immense expence, as a last effort for the recovery of their conquered capital.

The commodore sailed from Quebec in the Vanguard, on his return to England, towards the end of October, and arrived at Spithead, with the Trident, after a very prosperous passage, on the 22d of November. In 1761 we find no other material mention made of the services on which he was employed, than his having been sent, to-

wards the latter end of March, in conjunction with captain Rowley, of the *Superbe*, to convoy to a certain latitude the outward-bound East India ships. In 1762 he was employed in the West Indies under sir Geo. Rodney, and was ordered, with a small land force, against the Grenades, which, together with all their dependencies, surrendered to him on the 5th of March. This success having finally completed the capture of all the French possessions in that part of the world, we do not find any mention made of any farther enterprize in which he was concerned during the war. On the 21st of October, 1762, he was promoted to be rear-admiral of the blue, but never held any command as a flag officer. He died at Bright-helmstone on the 1st of August, 1765.

TOLL, Edmund,—in the early part of the year 1744, commanded the *Grampus* sloop. He is mentioned as having been in company with Mr. Boscawen, the captain of the *Dreadnought*, at the time he captured the *Medea* frigate. He was, on the 14th of June in the same year, promoted to be captain of the *Phoenix*; but we have not been able to collect any other particulars of his subsequent commands, or information in any degree relative to him, except that, in 1762, he was put on the superannuated list, with the rank and half-pay of a rear-admiral. He died on the 1st of August, 1767.

THOMSON, Ormond,—commanded a sloop of war, on the Jamaica station, in 1741, and had the good fortune in that year to capture two valuable Spanish merchant-ships. He returned to England in the month of July 1742, being then commander of the *Vesuvius* fireship, from which he removed, towards the close of the year, into the *Peregrine* sloop. In 1744 he commanded the *Fly* sloop; and on the 29th of January, being then on a cruise at the entrance of the Channel, about forty leagues from the Lizard, he fell in with a Spanish privateer, having an equal number of guns, but greatly superior in men\*. Captain Thomson began to engage her about eight o'clock in the morning, and, after a very close and spirited encounter of two hours continuance, compelled her to surrender. The prize, which was carried into Plymouth, was called the *Nostra*

---

\* Twelve guns, one hundred and thirty-three men.

Senora del Rosario, new from the stocks, and only four days out of Bilboa. On the 26th of July ensuing he was promoted to be captain of the Rye, a twenty-gun ship. This vessel was unhappily lost at the latter end of November in the same year; the circumstances attending which misfortune were rather singular. Captain Thomson was chased by a large English ship under French colours; in endeavouring to escape from which he ran ashore. This affair was afterwards investigated by a court-martial, and the captain was very fairly acquitted. We have no account however of his holding any subsequent command. He died in England on the 17th of November, 1753.

VANBURGH, Giles Richard.—This gentleman was, in 1743, lieutenant of one of the ships on the Mediterranean station, and was there promoted, on the 13th of January, 1744, to be captain of the Feversham, of forty guns, an appointment given him merely to establish his rank as a post captain. He was appointed to some other ship, we believe the Dursley Galley, a few days afterwards. We have no farther account we can implicitly rely on concerning him, till the beginning of the year 1746, when he was captain of the Antelope, of fifty guns, on the same station. He was left by commodore George Townshend, who was driven off the coast of Corsica in a violent gale of wind, and compelled to bear away for Mahon in order to repair the damages sustained by the ships of his squadron, to watch that coast during his absence; but the same kind of accident befalling captain Vanburgh himself, he was compelled to put into Leghorn with the rest of the ships under his orders: and the Genoese found means, during his absence, to dispatch three large barks to Bastia, from whence they brought off all the principal leaders of the malcontent inhabitants, the prevention of which was the principal object of the British force stationed. Captain Vanburgh did not long survive this misfortune, having accidentally lost his life in the following manner. He had visited on board some other ship of the squadron when at sea; he continued on board until it was dark, and put off in his boat from that ship, to go to the Antelope; but, unfortunately, neither himself, boat's crew, or boat, were ever heard of. This unhappy

accident happened in the course of the year 1746, but the particular month is not specified.

**WILLIAMS, Thomas.**—In 1740 he was promoted from the rank of lieutenant to be commander of the *Charlotte*, one of the small yachts then employed on services not consequential enough to require, as a captain, an officer of higher rank. On the 23d of April, 1744, he was promoted to be captain of the *Deal Castle*; and afterwards, in the month of June 1745, advanced to the command of the *Royal Sovereign*, then lying at the Nore as a guardship, as captain to commodore Tho. Smith. No other particulars have come to our knowledge relative to this gentleman, except that he died in England on the 11th of May, 1754.

**WILSON, John,**—was, on the 13th of August, 1744, promoted, from the *Firedrake* bomb-ketch, to be captain of the *Seaford*; and in the month of March 1746, was removed into a ship of twenty guns, called the *Hare*. He died in England on the 3d of September, 1749, but we have not been able to collect any other information concerning him.

## 1745.

**ADAMS, Roger,**—was appointed captain of the *Port Mahon* frigate on the 12th of July, 1745; but no other mention is made of him in the service. He died on the 17th of October, 1749.

**ANDREWS, Thomas,**—was, on the 15th of July, 1745, promoted to be captain of the *Worcester*; but is not otherwise noticed during the continuance of the war. In January 1753, he was appointed captain of the *Cumberland*, which was commissioned as one of the guardships at Chatham. In 1755 he removed into the *Defiance*, a fourth rate of sixty guns, ordered to be equipped at Plymouth, in consequence of an apprehended rupture with France. In this ship he was ordered to the Mediterranean, in the ensuing year, with Mr. Byng. On the morning of the well-known encounter off Mahon with the French squadron, under Gallifoniere, captain Andrews being

being detached in chace, captured a French tartan, having on board four officers together with one hundred and two privates, part of a reinforcement of six hundred sent, as musketry-men, from the army under the duc de Richlieu, to the fleet. In the encounter which presently followed, captain Andrews, while living, behaved with the greatest gallantry; nor was the ship conducted with less spirit after he fell. Exposed to the enemy's hottest fire the *Defiance* bore the brunt of the action, having had no less than fifty-nine men killed and wounded, amounting to nearly one-third of the whole loss sustained by the fleet on that occasion. As we already said, captain Andrews himself fell in the action, universally beloved, honoured and lamented. He was killed on the 20th of May, 1756.

**BARKER, John,**—was lieutenant of the *Solebay* fire-ship in the years 1737 and 1738; as he afterwards was of the *Lancaster*, a third rate of eighty guns. He was, on September 19, 1745, appointed captain of the *Gibraltar*, and employed very early in the ensuing spring to convoy, to Scotland, the Hessian troops ordered thither in consequence of the rebellion which had broken out in that kingdom. He executed this service with the greatest attention and dispatch, the latter becoming doubly necessary in consequence of a vehement frost which set in at that time, and threatened to retard the whole embarkation. The subsequent commands he obtained, and services on which he was employed, were so little consequential, that the only farther account given of him during the continuance of the war is; that in the month of June 1747, he was appointed captain of the *Thetis*, of forty guns. We are unacquainted as to the time when, and in what manner he was again employed during a long interval; the next mention we again find made of him being in the year 1759, when he commanded the *Jersey*, of sixty guns, one of the fleet under Mr. Boscawen on the Mediterranean station. His gallantry and good conduct were much noticed in the attack made, though unsuccessfully, by the captains Smith Callis, Harland, and himself, on the batteries at the mouth of Toulon harbour, and the attempt on two vessels which lay under their protection\*.

---

\* See vol. iv. p. 333. and vol. v. p. 138.

Captain Barker was almost immediately after, on the promotion of captain Smith Callis to be a flag-officer, appointed to succeed him in the Culloden. He sailed in this ship, for Guadaloupe, on the 7th of September, 1760, and continued in that quarter we believe during the whole remainder of the war, or nearly so, during which period no farther mention, far as we have been able to discover, is made of him. On the 18th of October, 1770, he was advanced to be rear-admiral of the white; and again, on the 30th of March, 1775, to be rear of the red. His last promotion he did not long survive, dying on the 26th of January, 1776.

BATEMAN, The Honourable William, — was the second son of William, first lord viscount Bateman, and the lady Ann Spencer, only daughter of Charles, earl of Sunderland, by his second wife the lady Ann Churchill, second daughter and coheir to John, duke of Marlborough. This gentleman was, on the 27th of December, 1745, appointed captain of the *Lys*. He was captain of the *Romney*, a fifth rate of forty guns, a vessel reduced, in the year 1746, from a fourth rate of fifty guns; and he afterwards succeeded captain Thomas Hanway in the *Windsor*, a fourth rate of sixty guns. On the conclusion of the war, in 1748, he resigned his rank as captain in the navy. He was chosen representative in parliament for the borough of Gatton, in Surry, on the 10th of April, 1752; but, we believe, sat only during that session. On the 17th of April, 1755, he married Miss Hedges, of Finchley in Middlesex, and in the ensuing year was appointed extra-commissioner of the navy. This post he held till 1761, when he was advanced to be comptroller of the store-keeper's accounts, an office he continued to retain till the time of his death, which happened on the 19th of June, 1783.

BERMINGHAM, Honourable John, — was the second son of Francis, lord of Athunry, in the kingdom of Ireland, being the twenty-first who held the rank of baron, in descent from Pierce de Bermingham, summoned to parliament, by the title already stated, in the reign of Henry the Second. His mother was the lady Mary Nugent, eldest daughter to Thomas, earl of Westmeath. Being bred to the sea-service, he was appointed lieutenant of the *Romney*; from which he was afterwards removed to  
the



the same station on board the *Phoenix*. In the beginning of the year 1745 he commanded the *Falcon* sloop of war, in which he captured, in the month of February, close in with Dunkirk, a French privateer, of eight guns, called the *Union*; as he did a second, of the same force, in the month of March. On the 14th of May following he was promoted to be captain of the *Glasgow* frigate. He died, according to Mr. Hardy's account, on the 8th of May, 1746; but, in Archdale's Irish Peerage, he is said to have been killed somewhat earlier, in an engagement with a French privateer. This assertion is in some degree explained by the following extract of a letter from Newcastle, dated May the 18th, 1745.

“ His majesty's ship the *Faulcon*, the Honourable John Bermingham commander, of fourteen six-pounders, and about seventy men, fell in last Tuesday, off Flamborough Head, with a French privateer of eighteen nine-pounders, six six-pounders, and about two hundred men. The *Faulcon* fought her several glasses, but night coming on they both lay to, and in the morning renewed the engagement; when the privateer, having lost a great many men, thought proper to sheer off. The *Fox* man of war, of twenty guns, soon after falling in with the *Faulcon*, immediately gave chase to the privateer, who had not got out of sight, so that we expect shortly to have a good account of her. The captain of the *Faulcon* had his leg shot off above the knee in the engagement; but none of the crew were killed, and only two hurt.”

The fact probably is, that he was promoted to the *Glasgow* immediately on his arrival in port, as a reward for his gallantry on the preceding occasion; but did not long survive the wounds he sustained on the event which caused his well-deserved advancement.

BLADWELL, William,—was, in 1743, commander of the *Swift* sloop of war; but no farther mention is made of him till his promotion, on the 17th of September, 1745, to be captain of the *Mercury* frigate. He continued in the same ship during the following year, and was employed in the autumn to convoy the outward-bound Hamburg trade, which is the only account on which we find any notice taken of him during the war. Immediately after its conclusion, he was appointed cap-

captain of the *Rose*, a twenty-gun ship, one of the small squadron ordered to the West Indies, under commodore Holburne, for the purpose of conveying thither, and causing to be carried into execution the orders of the king of France, for the evacuation of the islands of St. Lucia, Dominica, St. Vincent, and Tobago. The leading events of this expedition having been already given \* we need only to refer the reader back, for the only mention we find made of captain Bladwell while occupied in that line of service. We find no mention made of his having held any naval command after his return, so that if any, they must, unfortunately for him, have been of an un-consequential nature. In 1770 he retired on the rank and half-pay of a rear-admiral, being put on the superannuated list. This honourable proof of the estimation in which the earlier part of his services had been held, he continued to enjoy till his death, which happened about the year 1789.

BONFOY, Hugh,—was a midshipman on board the *Dorset* in 1739, and made a lieutenant by Mr. Haddock. He was afterwards promoted in England to the command of the *Ferret* sloop, previous to his being, on April 12, 1745, appointed captain of the *Greyhound* frigate. The next subsequent account we have of him is, that in the very beginning of the year 1748, he commanded the *Augusta*, of sixty guns, one of the fleet ordered out on a cruise under rear-admiral sir Edward Hawke. In the month of July 1749, he was captain of the *Berwick*, a guardship of sixty-four guns, one of those put into commission immediately after the peace in 1748; and was one of the members composing the court-martial held, on board the *Invincible*, for the trial of the piratical mutineers who had attempted to carry off the *Chesterfield*, of forty guns, from the coast of Guinea. After his quitting this ship he went a voyage to Newfoundland captain of the *Pensance*, a fifth rate of forty-four guns, and on his return was appointed to be captain of the *Dorset*, the yacht stationed to attend on the lord lieutenant of Ireland. He died in Ireland, holding this commission, on the 12th of March, 1762 †.

---

\* See vol. v. p. 35.

† He left a daughter, who married on the 14th of September, 1775, the earl of Ely, of the kingdom of Ireland.

BUCKLE, Matthew, — was, in the month of March 1744, first lieutenant of the *Namur*, under admiral Mathews, then commander-in-chief on the Mediterranean station. By him he was, not long afterwards, advanced to the command of the *Spence* sloop of war: he was from thence promoted, on the 29th of May, 1745, to be captain of the *Russel*, of eighty guns, one of the fleet employed in the same quarter. He continued in this ship a considerable length of time; and in the month of September, 1747, rendered himself remarkable by the capture of the *Glorioso*, a Spanish ship of war, carrying seventy-four guns and upwards of seven hundred men, which had been unsuccessfully engaged, at different preceding periods, by the captains Callis, Crookshanks, Erskine\*, and, last, by captain Hamilton, who perished in the short encounter, as will be seen hereafter. The dispute lasted a considerable time, the Spaniard not having surrendered till after a contest of nearly six hours, in which he had twenty-five men killed, and a much greater number wounded, an obstinacy of resistance which tends much to lighten any supposed neglect or impropriety of behaviour in those gentlemen, who had with less success previously encountered so formidable an opponent. The number of the Spaniards still surviving after their surrender was so great, that captain Buckle was obliged to put a considerable part of the prisoners on board the *King George*, and *Prince Frederic*, two stout privateers which were in sight during the action, and had themselves just before engaged the *Glorioso* for a short time: even this assistance was not sufficient, for he was compelled, so inferior were the numbers of his own crew, to take sixty men from each of those vessels to assist in guarding the remainder of the prisoners, and in navigating his own ship together with the prize to Lisbon, where he arrived in safety with her, though much shattered.

We have no other intelligence relative to this gentleman during the continuance of the war. In the month of December 1749, we find him to have been in commission, though we are unacquainted with the name of the ship he commanded. He was at the time just men-

---

\* See pages 138. 150. and 170.

tioned, one of the members composing the court-martial held, on board the Charlotte yacht, at Deptford, for the trial of rear-admiral Knowles. In 1751 he was appointed commodore of a small squadron ordered out to the coast of Africa: it consisted of no more than the Assistance, his own ship; the St. Albans, captain Byron; and Sphynx, frigate, captain Wheeler. He found at Anamaboe three French ships of war, carrying from twenty four to sixty-four guns, tampering with the natives, by presents and large promises, for leave to erect a fort there, in defiance of the treaty of peace concluded a short time before. Mr. Buckle remonstrated very warmly against the impropriety of their proceedings, informing them, that if they continued to persevere he should consider it a breach, and repel them by force. The French, intimidated at a conduct so firm, and at the same time so spirited, thought proper to withdraw, not, however, as some historians assert, till they had promised the natives to revisit them at a subsequent period in greater force.

In the month of April 1755, we find captain Buckle on the Mediterranean station, as captain of the Unicorn, he having at that time transmitted to the admiralty-board, an account of some preparations for war making by the French at Toulon, who were then actually occupied in equipping their ships in that harbour; and had, by beat of drum, published an order at Genoa, as well as other neighbouring neutral ports, for all their sailors to repair thither, under the usual penalties. We have no farther particular intelligence concerning him till the year 1757, when he commanded the Royal George, of one hundred guns, one of the ships employed on the unsuccessful expedition against Rochfort. He was one of the captains ordered, under admiral Broderick, to reconnoitre and make the necessary soundings along the coast, which is the only notice taken of him on this occasion. Soon after his return, he removed into the Namur, of ninety guns, and served on board that ship, in 1758, as captain to Mr. Boscawen, at the siege of Louisburg. He continued in the Namur till after the death of Mr. Boscawen in 1761, serving under him, as his captain, during such periods as his flag was flying on board that ship. In 1759 he was present, under sir Edward Hawke, at the memorable defeat of the marquis de Conflans. Ex-  
cept

cept on such occasions which do not frequently occur, he could not, holding such, though at the same time so high and honourable a command, expect any opportunity of distinguishing himself. During a considerable part of the ensuing peace he does not appear to have had any connexion with the public service; but a rupture with Spain appearing towards the end of the year 1770 more than probable, and a consequent promotion of flag-officers becoming necessary, he was, on the 18th of October, promoted to be rear-admiral of the white, as also, on the 24th of the same month, to the same rank in the red squadron.

He immediately afterwards hoisted his flag at Portsmouth, being stationed to command there under admiral Crary, whom he accordingly assisted in superintending the armament which was then equipping for sea with the utmost expedition. The prospect of hostilities fading soon afterwards, Mr. Buckle again returned to his former quietude of private life. The next particular mention we find made of this gentleman is his promotion, on the 31st of March, 1775, to be rear-admiral of the blue. On the 1st of February, 1776, he was moreover advanced to be commander in chief of the white. On the 29th of January, 1777, he was made vice-admiral of the red, and on the 1st of March, 1777, admiral of the blue, which was the highest rank he ever rose to attain to. Higher honours and rewards were not considered as a naval commander in chief of the fleet, and he died on the 9th of June, 1780, at the age of 64 years.

His death was a great loss to the nation, and the more so, as he was a man of great talents and a most distinguished officer. He was born on the 1st of January, 1716, at Exeter, and was educated at Exeter College, Oxford. He entered the navy in 1734, and was promoted to the rank of captain in 1744. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of commodore in 1754, and to the rank of rear-admiral in 1764. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of vice-admiral in 1774, and to the rank of admiral in 1777. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of commander in chief in 1776, and died in 1780.

W. B. Buckle, Esq. was born on the 1st of January, 1716, at Exeter, and was educated at Exeter College, Oxford. He entered the navy in 1734, and was promoted to the rank of captain in 1744. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of commodore in 1754, and to the rank of rear-admiral in 1764. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of vice-admiral in 1774, and to the rank of admiral in 1777. He was then sent to the Mediterranean, and was afterwards employed in the West Indies. He was promoted to the rank of commander in chief in 1776, and died in 1780.

the remainder of the year as a cruiser off Dunkirk, and that contiguous part of the coast of France, for the purpose of preventing the passage of any supplies, or reinforcements from thence, for the pretender's party in Scotland. He was extremely active in this service, and effected no inconsiderable blow to the rebel cause by the capture of the *Soleil*, a large French private ship of war, on the 22d of November. This vessel had sailed from Dunkirk on the preceding day, bound for Montrose, having on board the titular earl of Derwentwater, with twenty chosen officers and about sixty private men. Immediately after his return into port he was promoted to the *Ludlow Castle*, of forty-four guns, and ordered for the coast of Africa, where he died on the 7th of October, 1746.

**COSBY, Henry.**—This gentleman was, in the month of March, sixth lieutenant of the *Namur*, at that time the flag ship of admiral Mathews. After this time we have no account of him till his promotion, on the 26th of August, 1745, to be captain of the *Shoreham* frigate. He quickly afterwards removed into the *Amazon*; and during the time he held that command, was unhappy enough, if the term be on such an occasion allowable, to incur the censure of a captain Webb, then under his command. He preferred a charge against him; in consequence of which he was brought to a court-martial, the result of which, as well as the nature of the charge so inconsistently made, will be well explained by the following extract of a letter from Gosport, dated April the 2d, 1746.

“ This day ended, at Gosport, the court-martial, held on board his majesty's ship the *St. George*, commodore Griffin president, for the trial of captain Cosby, commander of his majesty's ship *Amazon*, on a charge exhibited against him by captain Webb, commander of his majesty's sloop *Jamaica*, for losing two opportunities of looking into Brest harbour, and for cowardice in not endeavouring to take the *South-Sea* man, lately put into Brest. The trial lasted two days, when not the least part of the charge being proved, captain Webb received a severe reprimand and was mulcted four months pay.”

No other material mention is made of this gentleman during the continuance of the war. The only occasion

on

on which his name occurs is, that in 1747 he was captain of the *Diamond* frigate. Early in the year 1751 he was appointed to the *Centaur*, of twenty guns; in which ship, being not long afterwards ordered to New York, he died there on the 16th of October, 1753.

DANIEL, Lionel,—was, on the 28th of May, 1744, appointed captain of the *Hampshire*; but is not again noticed till the year 1749, when he was commissioned to the *Assurance*. He was soon afterwards ordered to Jamaica in that ship, and died there in the same command on the 13th of November, 1752.

DENIS, Sir Peter,—was a gentleman of French extraction, being the son of the Rev. Mr. Jacob Denis, a Lutheran minister, born at Rochefoucault in France, from which kingdom he was compelled to fly on account of the general and grievous persecution exercised against all persons of his persuasion. The maiden name of sir Peter's mother was Martha Leach; and he was the youngest, one excepted, of twelve children, the issue of the marriage above alluded to. Having betaken himself at a very early age to a naval life, we find him, in the year 1739, on board the *Centurion*, under Mr. afterwards lord Anson, who promoted him to be the third lieutenant of that ship in the month of November 1740, on the advancement of lieutenant Cheap to be commander of the *Trial* sloop. His lordship, who, during the many perilous adventures and difficulties which occurred on his long arduous undertaking and expedition, must have had the fullest opportunity of observing the conduct of Mr. Denis on almost every possible occasion which could occur, as well in relation to public service as life and manners of a private gentleman, conceived for him the highest affection and esteem; an impression, which the subsequent conduct and spirited generous demeanour of his pupil never caused in the smallest degree to diminish.

Mr. Denis, being only third lieutenant of the *Centurion*, held a station too subordinate to enable him to distinguish himself so publicly, as to be very particularly noticed in a relation of the general events which took place during that period. The only occasion on which his name appears is, as having been, on November 5, 1741, dispatched, by the commodore, as commander of one of the cutters; with

sixteen men well armed, in pursuit of a Spanish vessel, which a calm would otherwise have preserved from capture. This trivial event took place off the high land of Baranca, in the South Seas. After a very short pursuit Mr. Denis boarded and carried his prize without resistance, which proved to be a vessel bound from Guiaquil to Callao, with a cargo of considerable value in that country, though of little importance to the captors. The intelligence, however, derived from the foregoing success caused the attack of the town of Paita in a few days afterwards, the most consequential hostile event which happened during the voyage, the capture of the Manilla galleon excepted.

On February 9, 1745, which was not long after the return of the Centurion to England, Mr. Denis was promoted to the rank of post captain, and appointed to the Greyhound frigate. He very soon afterwards, for a short time, commanded the Windsor, of sixty guns, by order. In this ship we find him employed, towards the end of the year 1746, as a cruiser, an occupation in which he was by no means unsuccessful. On Oct. 26, he recaptured, after a chase of some hours continuance, an English merchant-ship, called the Frere, laden with sugar from Barbadoes, which had been taken by a French privateer, of eighteen guns and two hundred men, called the Basques, belonging to Bayonne.

The very next day, at nine o'clock A.M. he saw two sail to the northward, to which he immediately gave chase; and in the ensuing morning fell in with the Leopard privateer, of twenty-two guns (nine-pounders) and twenty-four swivels, fitted out first with three hundred and sixty-seven men, belonging to Bayonne. The enemy had an English merchant-ship, her prize, in company. He soon came up with the merchant ship, which he found to be the Chester, from St. Kitts, and took possession of her: he then chased the Leopard, which he captured about four o'clock in the afternoon, and carried with him into Kinsale. Early in 1747 he commanded the Kinsale; but not long after this removed into his old ship the Centurion, which had undergone a sufficient repair, but was reduced down to a fifty-gun ship. In this command he served under admiral Anson at the  
memor-



memorable defeat of the French squadron under De la Jonquiere.

He distinguished himself exceedingly on this occasion, and contributed in a very eminent degree to the success which crowned the encounter, having been the first who got up with the enemy's rear and brought their sternmost ship to action, though two of the most formidable of her companions bore down to her support, and the Centurion was for some little time obliged to maintain, singly, this unequal encounter till the arrival of the Namur, Defiance, and Windsor, to her succour, brought on a general action. Captain Denis was chosen by the admiral to be the bearer of his dispatches, a compliment we cannot think undeserved, though contrary to what was then the usual custom of the service.

At the conclusion of the year he joined the squadron under rear-admiral Hawke, but not till after the defeat of L'Etendiere. In the month of December, he was one of the members of the court-martial, held at Portsmouth for the trial of captain Fox, of the Kent. Captain Denis sailed from Plymouth, with sir Edward Hawke and his squadron, on the 16th of January ensuing, but met with no farther particular opportunity of distinguishing himself during the short remainder of the then existing war.

Not long after the settlement of the peace, that is to say, on the 2d of September, 1750, he married Miss Pappet, of St. James's, a lady nearly related to the very celebrated Swiss Heidigger, who assumed to himself the title of surintendant de plaisir d'Angleterre. He acquired by this marriage, in part of the lady's fortune, an house at the north-west corner of Queen's-square, leading into Ormand-street, which he afterwards sold to the late Dr. Campbell, and purchased in 1753, of William Turner, esq. a seat in Kent, called Valence, pleasantly situated near Westerham. In 1766 he disposed of that to William Gwinn, esq. who again sold it to the earl of Hillsborough, from whom also it has since been alienated by sale.

In the parliament which met at Westminster for the dispatch of business, on the 31st of May, 1754, captain Denis was, through the interest of his firm patron and friend, lord Anson, chosen one of the representatives for

the borough of Heydon, in Yorkshire. In the month of March, 1755, great preparations being then making for a rupture almost daily apprehended with France, he was appointed to the *Medway*, of sixty guns; but does not appear during the remainder of the year to have been engaged in any very memorable service. He retained the same command during the ensuing year, but was not otherwise employed than in occasional cruises. In the months of December and January succeeding, he was one of the members of the court-martial, held at Portsmouth for the trial of the unfortunate Mr. Byng. He was not long afterwards promoted to the *Namur*, of ninety guns, one of the fleet employed in the month of September, under sir Edward Hawke, on the unsuccessful expedition against Rochfort; and was one of the officers mentioned as ordered under Mr. Broderick, to reconnoitre and sound the adjacent coast.

Early in 1758 he was appointed to the *Dorsetshire*, a new ship of seventy guns, and was ordered out on a cruise as one of a small squadron put under the orders of captain Pratten. On April 29, he gained to himself the greatest honour in the attack and capture of the *Raisonable*, a French ship of sixty-four guns; the particulars of which very spirited encounter are inserted beneath\*. During the year 1759, still retaining the same command, he served under sir Edward Hawke in the Channel fleet, and was

---

\* About three o'clock in the afternoon, captain Pratten seeing a sail to the S. W. made a signal for the *Dorsetshire*, of seventy guns, and five hundred and twenty men, commanded by captain Denis, to give chase; but soon after, observing the chase to be a large one, he also dispatched the *Achilles*, of sixty guns, commanded by the Hon. captain Barrington, after her; and then followed them with the rest of the squadron. About seven o'clock the *Dorsetshire* came up with the chase, which proved to be the *Raisonable*, a French ship of war, of sixty-four guns and six hundred and thirty men. Captain Denis began to engage her very closely; the action continued till about nine o'clock, when the enemy's ship, commanded by the prince de Mombazon, chevalier de Rohan, struck, having suffered greatly in her hull; sixty-one men were killed, and one hundred wounded. She was going from L'Orient to Brest, a new ship not above four or five months off the stocks. The *Dorsetshire*'s masts, yard, and sails were greatly shattered: she had fifteen men killed and twenty-one wounded in the action.

one of those captains who particularly distinguished themselves in the memorable discomfiture of the marquis de Conflans. He is stated in a private account, given by a person of intelligence and veracity then on board one of the ships, to have had the highest encomiums bestowed on him personally by the commander-in-chief, who, in the warmth of his gratitude, is said to have told him, in conjunction with captain Speke of the Resolution, that they had behaved like angels.

The storm which immediately succeeded the encounter was so violent as to compel the Dorsetshire, and some other ships, to put to sea: they were, however, fortunate enough to effect their return on the ensuing day without having received any damage. In the month of March 1760, he removed into the Thunderer; but having quitted that ship in the ensuing year, had no farther opportunity of particularly distinguishing himself during the remainder of the war. In the new parliament which met on the 3d of November, 1761, he was, under the same interest as on the preceding occasion, re-elected representative for Heydon. In the month of August he was appointed to the Charlotte yacht, then new named, on board which vessel his friend, lord Anson, hoisted his flag, for the purpose of conveying to England her highness, the princess Charlotte of Mecklenburg, now queen of Great Britain. He received her majesty at Stade on the 28th of August, and landed her at Harwich, after a very tempestuous and disagreeable passage, on the 7th of September.

At the end of the year 1763 he was again sent to Germany in the Charlotte yacht, on an errand almost similar, that of bringing to England the prince of Brunswick, betrothed to her highness the princess Augusta. On the 29th of December, 1765, he had the misfortune to lose his lady; and the next particular mention we find made of him is, his advancement to the rank of baronet on the 19th of September, 1767. On the 3d of November following he bore the train of the duke of Grafton, his grace then walking as chief mourner at the funeral of his royal highness the duke of York. Sir Peter continued to retain the command of the Charlotte yacht till the 18th of October, 1770, when, on a promotion of flag-officers, he was advanced to be rear-admiral of the blue; as he

moreover was, on the 24th of the same month, to be rear-admiral of the white. Not long afterwards he was farther advanced to be rear-admiral of the red; and, for a short time, at the commencement of the year 1771, held the command in the Medway.

In the month of June he was appointed commander-in-chief in the Mediterranean as successor to commodore Proby, who was made comptroller of the navy victualling accounts: and about the middle of August, being then at Portsmouth, received the duke of Gloucester, on board the *Venus*, his royal highness being then about to proceed to Lisbon and the Mediterranean for the recovery of his health.

During the time sir Peter held the Mediterranean command he had his flag on board the *Trident*: but his life during this period being totally undiversified by any event out of the common routine of a peaceable command, we have not any thing farther to add. After his return to England he never re-hoisted his flag, so that we have no particulars concerning him worth communicating, except that, on 31st of March, 1775, he was advanced to be vice-admiral of the blue; on the 3d of February, 1776, to be vice of the white; and, on the 28th of April, 1777, to be vice-admiral of the red. Sir Peter died on the 12th of June, 1778, not having lived to attain any superior rank or command\*. Leaving no children, his title became extinct.

As a private gentleman he was possessed of the truest benevolence, having been ever ready to assist the distressed during his life. At his decease he bequeathed the sum of 23,000*l.* after the death of his sister, to the corporation of the Sons of the Clergy, and for the relief of the necessitous orphans and widows dependant on that charitable institution. Considered merely as a naval commander, few have acquired greater honour, and, allowing for the opportunities he met with, none. Thus entitled to our praise, our love, and our veneration, we can only lament that Providence was not more munificent in affording

---

\* Mr. Charles Denis, author of some ingenious poetical Fables, was his brother. The arms of the family are, Argent, a Chevron engrailed, between three Fleurs-de-lis Gules."—

him more frequent occasions of displaying those qualities which have so justly excited them.

DURELL, George,—was advanced, by admiral Matthews, from the rank of lieutenant, in which station he had remained two years, to be commander of the Dragon's Prize sloop: he moreover was, on the 3d of February, 1745, promoted to be captain of the Liverpool frigate, which is the next occasion on which his name occurs. We have some reason to believe he afterwards commanded the Eltham; but this is a point, though in itself extremely trivial, concerning which we have not been able to arrive at any degree of certainty, owing to the circumstance we have already had occasion to observe on, that there were at this time three gentlemen holding the same rank in the navy, and of the same name\*. No other information concerning him has come to our knowledge, except that he died in England on the 15th of May, 1754, not at that time, as we imagine, holding any command.

DYVE, Henry,—was, on the 2d of September, 1745, appointed captain of the Winchelsea frigate. Few men have passed through the service less noticed, a circumstance imputable, in many instances as well as the present, to misfortune, and not the want of personal merit. No subsequent account relative to this gentleman has come to our knowledge till towards the latter end of the war which commenced in 1756, he was then employed as a regulating captain on the impress service. In 1771 he was put on the superannuated list with the rank and half-pay of a rear-admiral, and died about the year 1779.

FAWLER, John,—early in the year 1745 commanded the Deptford storeship; from which he was, on December 2d, promoted to be captain of the Sterling Castle, and is in the same unnoticed predicament with the gentleman last-mentioned. We do not find any positive information of having held any subsequent command; during a considerable part of the time, indeed, we know him to have lived in retirement with respect to the service. He died at Maidstone, in Kent, on the 17th of August, 1766.

FERMOR, The Honourable William, — was the second son of Thomas, first earl of Pomfret, and Henri-

---

\* Captains John, Philip, and the officer of whom we now speak.

etta Louisa, daughter and sole heir to John lord Jeffreys, baron of Wem, by lady Charlotte Herbert, daughter and heir of Philip, earl of Pembroke and Montgomery. Having passed progressively through the different inferior ranks of midshipman, lieutenant, and commander, he was, on the 12th of January, 1745, promoted to be captain of the Nightingale frigate: at the latter end of the year 1746 he was appointed to the Experiment, a vessel of the same description, stationed as a cruiser off the coast of Scotland. He afterwards returned to the Nightingale, and was ordered to the Mediterranean. He died, according to Collins, in the year 1749, but, by Mr. Hardy's account, not till 1758; and, to use the precise words of the latter, "at sea, coming from Lisbon, in a merchant-ship."

FINCHER, Thomas,—was, on the 6th of December, 1745, promoted from the rank of commander to be captain of the Pembroke, a sixty-gun ship. He continued to serve in the same station during the too short remainder of his life, a life which, as will be presently seen, ended tragically to himself and a considerable number of the unhappy persons under his command. The first particular notice we find taken of him is in the month of May 1747, the Pembroke being at that time one of the fleet under the orders of vice-admiral Anson which totally defeated and captured the French Squadron under M. de la Jonquiere. In the month of November following he was ordered for the East Indies as one of the Squadron sent thither under the orders of rear-admiral Boscawen. He appears to have been very actively employed in the different unsuccessful attacks on the island of Mauritius and the town of Pondicherry. The latter failure he did not long survive; the circumstances productive of his melancholy end are officially related in the following concise manner.

"His Majesty's ship Pembroke, of sixty guns, struck on Colderoon point and overset. Having parted her cable the 13th April, 1749, at six P. M. she made sail out of fort St. David road, but could not clear the point. Twelve men only were saved: captain Fincher and about three hundred and thirty men were drowned, and all the officers, except a captain of marines \*."

FORBES,

---

\* The following very particular account of this disaster, as related by Mr. Cambridge, the master, who was one of the fortunate survivors,

FORBES, Hugh,—is to be mentioned only as having been, on the 5th of July, 1745, appointed captain of the Phoenix

vors, will certainly be deemed not uninteresting, at least by all naval people.

“ About ten o'clock in the morning it blew fresh, the wind at N. E. by E. and a great sea began to come in: we then having a cable out, the captain ordered half a cable more to be veered away. At one in the afternoon it blew very hard, the wind at N. E. His majesty's ship *Namur* lying about a cable's length within us, and abaft our beam, I went to the captain, as did likewise the lieutenants, and desired him to go to sea. He replied, “ He could not answer to go to sea, unless the *Namur* did” (on board which rear-admiral Boscawen's flag was flying) but ordered all our ports to be barred in and well secured.

“ At three o'clock I went to the captain, who was sick and in his cabin, and again desired him to go to sea. He seemed angry, and said “ He could not, giving the same reason as above;” nor would he suffer any more cable to be veered away, at the same time the ship rode hard, strained much, and made water.

“ At five, the sea increasing, our cable parted, and we cast our head off to the sea, otherwise we should have fallen on board the *Namur*. We immediately set the fore-sail and mizen, got on board the main tack, and set our main-sail, fore and mizen stay-sails; at the same time some of our people were employed in heaving in the cable, for the captain would not have it cut. This took up some time: it blew so very hard that the ship would not bear any more sail.

“ At six, there being a great head sea, we made very little way, and were obliged to set both pumps to work. At half past six our main sail split in pieces: we got down the yard in order to bend a new sail; but it blowing hard, the ship laid down so much we could not get the sail to the yard. At eight the carpenter sent word to the captain, that the ship gained upon them much; four feet water being in her hold. At half past eight our tiller broke short off at the rudder head; and we likewise found one of the rudder chains broke; the sails we had now set were our fore-sail, mizen and fore stay-sails. The sea made a free passage over us; and the ship being waterlogged we hauled up our fore-sail to ease her, but expected to go down every minute. In hawling down our fore stay-sail it split; and as I looked aft from the fore-castle I saw the main and mizen-masts gone, but never heard them go. By this time the ship righted much, and in about seven minutes the fore-mast went by the board, but the bowsprit held fast; our pumps continually working. The third lieutenant, being on the quarter deck, sent forward to me to clear and let go the small bower anchor, which was immediately done. We found the ship drive to shore very fast. At half past ten we had eight feet water in the ships hold; and kept all the pumps working. About eleven o'clock we found the ship settle, the depth of water twelve or fourteen fathoms;

Phoenix frigate, and as having, on the 18th of August, 1750, died at Mahon commander, on that station, of some

---

fathoms. The anchor then brought the ship up, but the cable parted in a few minutes; then we let the sheet anchor go, which was all we had. The sea now making a free passage over us again, broke and tore away our boats and booms. The sheet cable tore out with such violence that no man could venture near it, till the clench brought up the ship: but the sea came with such force, and so very high, that in the hollow of the sea the ship struck, and the cable immediately parted. It was now near twelve o'clock; the ship struck fore and aft, but abaft very hard. The third lieutenant was near me when the ship first struck, but I saw no more of him afterwards. I kept the forecastle, accompanied by the boatswain, cook, and about eight men more. I got myself lashed to the bitts before the ship took heel, but shifted myself over to windward when she began to heel, and lashed myself as before, the sea continually beating over us. About two I saw the captain's cabin washed away, and the ship almost on her broadside. When day-light came we were sixteen men on the forecastle, and four hanging abaft to the timber heads; but three of the last got on a piece of the wreck which was loose, and drove away; the other was drowned: all this time the sea came over us in a dreadful manner, so that we could scarce take breath. About eight o'clock nine men were washed off the forecastle. We could now see the trees ashore between the seas. About nine o'clock the boatswain and cook were washed away from each side of me; then I removed to the cat-head, as did another man also. About ten o'clock all our men were washed away, except those who were lashed to the cat-head. We judged we were near two miles off the shore: we continued there all the day, the sea beating over us continually, so that we had little time to fetch breath, or speak to one another. At noon we found the sea to come every way upon us, and could perceive the wind was shifted, which was the cause thereof. This part of the wreck kept fast, but night coming on we had a dismal prospect before us, having no hopes of relief. About midnight the sea abated, so that we could speak to one another for the space of two or three minutes together; but I found myself so weak, having been sick ever since we arrived in the country, that when the sea washed me on one side in my lashing, I was not able to help myself up, but was obliged to get my companion to assist me. At day-light I found myself much weaker and very thirsty. The sea at this time came over us once in a quarter of an hour. We found the wreck much nearer the shore than yesterday. About noon we found the sea much abated, so that it seldom came over us, and the weather began to be fine; but I found myself very faint. About two or three o'clock we saw two paddy-boats coming along shore about a mile without us; we spread abroad a handkerchief, which I had about my neck, that the boats might see us. One of them seemed to edge towards us for some minutes, but hawled off again: we then saw several catamarans near the shore, which we judged



some ship, the name of which is not mentioned. A fall from his horse is given as the immediate cause of his decease.

FORREST,

judged to be fishing. We spread abroad the handkerchief again, but none of them approached us. Soon after, we saw several people gather together ashore: the sun began to grow low, so that we judged it to be about five o'clock. At last we saw two of the catamarans above-mentioned coming towards us, with three black men on each. They took us off the wreck and carried us on shore. As soon as we were landed we found ourselves surrounded by about three hundred armed men. My companion told me we were fallen into the hands of the Mahrattas, who were at this time in arms against the English. They ordered us to come off the catamarans. I strove to rise, but found myself so weak, and my legs so terribly bruised, that I could not get up; upon which some of them came and lifted me off, and laid me upon the sand, for I could not stand. I made a signal to them that I wanted some water to drink; but they gave me none, and only laughed at our condition. Their commander ordered some of them to strip us, which they did quite naked. As I was not able to walk they led us part of the way to Davecotta (a fort belonging to them) and there put us into a canoe, and carried us up a river to the fort walls. About ten this night they put us within the walls and laid us on the ground, where we had nothing to cover us but the heavens: and about eleven brought us a little rice with some water. Great numbers of people gathered round us, laughing at us, and expressing great contempt and derision.

"The country people flocked daily to the fort to see us, but none of them shewed us the least pity; but, on the contrary, laughed at and threatened us with death. Our lodging place was between the gate-ways, and when we had been there fourteen or fifteen days they carried us into the country. Though my legs were much better, yet still I could not walk; and my companion was extremely weak, which I believe was owing to our want of more victuals: so they put us into dooleys, or cradles, fastened together with ropes, which they got from the wreck. About four o'clock, on the 15th day, they carried us about twelve miles to their king, who was encamped against our company's troops. The king was desirous we should enter into their service, but we told him (by the interpreters, who were three Dutchmen) that we could not consent to it: with that they travelled us till we came to a fort, and were immediately put into a dungeon. There were two more prisoners, one of them our ship-mate, the other a deserter from the India company's troops.

"In about three week's time my legs were almost well, so that I was able to walk. We now began to entertain some hopes of making our escape, and taking an opportunity, I with some difficulty got high enough upon the wall to look over it, and found it was very high surrounded with a wide mote, or ditch; but there was a path between the wall and the ditch, so that we might choose our place to swim over,

**FORREST, Arthur.**—This gentleman was, in the year 1741, lieutenant of one of the ships composing the armament, under Mr. Vernon, sent on the unsuccessful expedition against Carthagenæ. He very eminently distinguished himself under the captains Boscowen, Watson, and Cotes, at the attack of the Barradera battery, having been among the foremost who entered the enemy's work at the head of a party of seamen. He does not, however, appear to have received that reward his intrepidity may seem to have justly merited, for he was not promoted to the rank of post-captain till the 9th of March, 1745, at which time he was appointed to the *Wager*. In 1746 he was employed in this ship on the Jamaica station, where he had the good fortune to capture a very large Spanish privateer, carrying thirty-six guns and upwards of two hundred men, which had done considerable mischief,

---

over, if it proved deep. We got, at several times, some strands of rope off the dooleys which they had carried us in, as they happened to be left within the bounds of our liberty: and in a few days got so many pieces, as, when knotted together, made seven fathom and an half. After some consultation we resolved to undermine the foundation of the dungeon, at the farthest part from the guards, and on the 27th of May began to work. On the 1st of June we came to the foundation, being six feet deep, and the wall thirty inches through. In two days time we had worked upwards, on the other side, so far, that the light began to appear through the surface, so that we let every thing remain till night. At seven, it beginning to grow dark, they put us into the dungeon as usual, and soon after we worked ourselves quite out. Without being discovered we got over the wall by the help of our rope, and in less than half an hour had crossed the moat, though very deep and wide. We travelled all night, we judged about sixteen miles, and in the day time hid ourselves among the bushes. The second night we travelled, as before, to the S. E. and day coming on we concealed ourselves among some rushes. About three in the afternoon we were discovered, which obliged us to go on, but we were not molested. We proceeded till about midnight; and next day, about ten o'clock met a cooley, who told us he would shew us to Carakal. About noon we arrived there, and were received with great humanity; but my fever was not at all abated. The next morning the governor sent to Mr. Boscowen to let him know we were there; and, by the return of the messenger, the admiral desired we might be furnished with what money we wanted. In twelve days we found ourselves well recovered, and went to Trincombar, a place belonging to the Danes, where we stayed three days, and then got a passage to Fort St. David's."

in the Windward Passage, to the British commerce, and had also a very short time before captured the *Blast* bomb-ketch. We find no mention made of him after this time till the beginning of the year 1755, when he was appointed to the *Rye*. He was, in a short time, promoted to the *Augusta* and ordered to the West Indies, where, in the month of October, 1757, he had a very memorable opportunity of distinguishing himself. This he very laudably seized, and, by exertions hardly to be exceeded, acquired, in conjunction with the captains who served under him, the highest renown. The particulars of this encounter are thus officially related by rear-admiral Cotes, in his public letter, written in Port Royal harbour on the 9th of November following, and which is nearly an exact copy of captain Forrest's own report to Mr. Cotes.

“ On the 25th of last month captain Forrest, in the *Augusta*, with the *Dreadnought* and *Edinburgh* under his command, returned from the cruize off Cape François; on the 21st, they fell in with seven French ships of war. At seven in the morning the *Dreadnought* made the signal for seeing the enemy's fleet coming out of Cape François, and at noon discovered with certainty they were four ships of the line and three large frigates. Captain Forrest then made the signal for the captains, Suckling and Langdon, who agreed with him to engage them; accordingly they all bore down; and about twenty minutes after three the action began with great briskness on both sides. It continued for two hours and an half, when the French commodore making a signal, one of the frigates immediately came to tow him out of the line, and the rest of the French ships followed him. Our ships had suffered so much in their masts, sails and rigging, that they were in no condition to pursue them. Both officers and seamen behaved with the greatest resolution the whole time of the action, and were unhappy at the conclusion of it, that the ships were not in a condition to follow the French, who had frigates to tow them off. The French on this occasion had put on board the *Sceptre* her full complement of guns, either from the shore or out of the *India*-ship, and had also mounted the *Outarde* storeship with her full proportion of guns, and had taken not only the men out of the merchant-ships but soldiers from the garrison,

In

ordered home to England as an evidence, deposed, that the sails were not all set, nor did he know any impediment why the rear should not have got into as close action as the van. He added, that he advised the admiral to bear down, but that he objected thereto, *fearing an inconvenience similar to that experienced some time before by Mr. Mathews in the same seas.* He concluded his day's examination by declaring, that he discovered nothing in the smallest degree improper in the admiral's personal behaviour. On his second day's examination he made it appear, that the admiral took upon himself the entire command of the ship, and that nothing was done that day except by his particular orders.

This circumstance certainly was one of those which bore hardest upon the admiral; and the subsequent grief felt by the captain might, in all probability, be as much encreased by his being obliged, in honour, as well as in justice to himself and his country, to bear any pointed testimony \* against a man, with whom he had lived in habits

\* In justice, however, to Mr. Byng, be it remembered, that captain Gardiner also declared in the course of his examination, which lasted nearly two days, to the following effect:

"That the Trident, being abaft the larboard beam of the Ramillies, did so impede the Ramillies in going down to the enemy, that the admiral must have gone down without his force, which was not his intention: that the signal was out for the line of battle ahead at that time, and the rear division went down very regular after the Trident and Princess Louisa got into their stations. Being asked, Whether it had not been a more speedy and regular method to close with the enemy, to have made the signal for the line abreast? The captain said "No, because it would be improper for ships to go down in a line abreast, to attack ships that are laying in a line ahead, when they can go down with their bows to them; i. e. a slanting course to them; and therefore he was of opinion, that the rear did take the proper method to close with the enemy." Being further interrogated, Whether he meant as to the course steered on the enemy, or the sail carried? He answered, "Both: but this (said he) is matter of opinion, which I shall hereafter avoid entering into, as there are many superior judges here to me."

"He was also of opinion, that the rear would have engaged as near the enemy as the van did, had the French said: that it was admiral Byng's intention to engage the chef escadre, the third ship from the enemy's rear, and not to throw away his shot, as the enemy did, till he came near the enemy: that the admiral stood on till it was imagined, on board the Ramillies, that every ship, if she had gone properly

habits of intimacy and friendship, as we have already suggested him to have done. Not long after the conclusion of the trial Mr. Gardiner was appointed to the *Monmouth*, of sixty-four guns, and ordered to the Mediterranean, where, on the last day of February, 1758, the British Squadron, then under the command of Mr. Osborne, fell in with a small French armament, under the marquis du Quesne, bound from Toulon to Carthage, for the purpose of reinforcing the French chef d'escadre de la Clue. The marquis himself was in the *Foudroyant*, the identical ship on board which Gallifoniere hoisted his flag at the time of his encounter with Mr. Byng. It was somewhat singular, though particularly grateful to captain Gardiner, that he was among those ordered to pursue the French commodore. It is related of him, whether correctly or no we cannot pretend to say, that, previous to this time, but after he was appointed to the *Monmouth*, he had been heard to declare, that if ever he was fortunate enough to fall in with the *Foudroyant*, he was determined to attack her though he should perish in the attempt. The *Swiftsure*, of seventy guns; the *Hampton Court* and *Monmouth*, of sixty four guns each, were dispatched after the *Foudroyant*, and other ships at the same time after the remainder of the Squadron. Captain Gardiner far out-stripped his companions and brought the enemy warily to action, the other ships being nearly out of sight at the time. Captain Gardiner was unhappily shot through the arm with a musket ball at the very commencement of the action; but this disaster was not sufficient to prevent him from continuing his exertions. The rigging of the *Foudroyant* being fortunately much disabled in a short time, captain Gardiner seizing the opportunity given him by

---

properly steered a slanting course, could have gone down to the ship of the enemy, she should have engaged, with her broadside to her: that he recollected particularly to have heard the admiral say, when the *Ramillies* was abreast of the French, that such was his intention: that the admiral ordered the guns to be shotted with round and grape shot, two shot in the guns below, and proposed to set top-gallant sails on seeing the French going away; that he heard him express, at that time, his unhappiness at not having a sufficient force to make a general chase, as he thought he could materially have distressed the enemy in the situation they then were in, "if (said he) I had two or three ships more!"

that advantage, placed himself on his antagonist's quarter and maintained a very close action for upwards of two hours; when, about nine o'clock, while in the act of encouraging his people and enquiring what injury had been sustained between decks, he received a second wound, by a musket ball, in the forehead. He lived, indeed, till the next day, but the greater part of the time was totally insensible.

The action was continued with the greatest spirit by Mr. Carket, the first lieutenant, who succeeded to the command. The Foudroyant, having lost her main and mizen-masts\*, being completely disabled, and the Swiftsure also getting up, the marquis, who, to do him justice, made a good defence, surrendered about one o'clock in the morning. The Foudroyant mounted eighty guns, and had on board, at the commencement of the action, a chosen crew of nine hundred and eleven men: her lower battery consisted of thirty French forty-two pounders: on her upper deck she carried thirty-two twenty-four pounders; and on her quarter deck and forecastle eighteen twelve pounders†. It was esteemed the finest ship at that time in the whole French navy: and the captain of a French privateer, taken a short time before by the Monmouth, is said to have boasted, that she was a ship capable of resisting any force by which she should be attacked. She would fight, he said, to-day, to-morrow, and the next day, but never could be taken‡. Upon the whole, this

\* Soon afterwards the captain fell. He is said, immediately on receiving his second wound, to have sent for the lieutenant, and made it his last request, that he would not give up the ship or quit the enemy. The Monmouth's mizen-mast soon after came by the board, on which the enemy gave three cheers. The crew of the Monmouth returned the compliment in a few minutes, on the mizen-mast of the Foudroyant being also shot away. This disaster was soon followed by the fall of her main-mast; which giving fresh spirits to the English, their fire became so incessant and intolerable, that the French sailors could no longer be kept to their guns.

† The Monmouth on the other hand carried only twelve and twenty four pounders, with a complement of four hundred and seventy men; and there was as much difference in size and appearance as between a frigate and a ship of the line.

‡ The French prisoners then in England, asserted in the last war the same thing of the Ville de Paris.

certainly

certainly was, as is remarked by many historians, as gallant an action as ever was performed by a single ship, but the death of Gardiner clouded the victory, and made both the conquerors and the whole nation almost forget the joy they would otherwise have felt at so glorious an event. Campbell adds to his account of this engagement the following remark. "This action, which is one of the most glorious in the naval history of Britain, must ever remain an incontestible proof of our naval superiority\*." We have only to add, that some subsequent events seem strongly to corroborate this assertion.

GAYTON, Clark,—was, in the month of April 1744, promoted from the rank of lieutenant to command *pro tempore*, or, according to the term used in the service, by order, the Ludlow Castle, of forty guns; but no other mention is made of him while retaining that station. He was not actually promoted to the rank of post captain till the 6th of July, 1745, on which day his commission bore date for the Mermaid frigate. No other notice is taken of him during the continuance of the war, nor indeed after its conclusion, till the year 1755, when he was, about the month of April, appointed captain of the Antelope. He quitted that ship in the following year, and was promoted to the Royal Anne, a first rate; but we do not find any particular account given of him till the year 1758, when he commanded the St. George, a second rate of ninety guns, one of the Squadron ordered

---

\* It is confidently given as an anecdote of captain Gardiner, that while in chase, directing his discourse to a land-officer who was on board, he said, "Whatever becomes of you and me, this ship must go into Gibraltar." Harranguing his people just before the commencement of the action, he said, "This ship *must* be taken; she appears above our match, but Englishmen are not to mind that, nor will I quit her while this ship can swim, or I have a soul left alive."

A private letter from Gibraltar gives us the following additional particulars relative to captain Gardiner and his private conduct.

"Two days before he left this port, being in company with lord Rob. Bertie and other persons, he with great anguish of soul told them, that my lord Anson had reflected on him, and said that he was one of the men who had brought disgrace upon the nation; that it touched him excessively; but it ran strongly in his mind, that he should have an opportunity shortly to convince his lordship, how much he had the honour of the nation at heart, and that he was not culpable."

to the West Indies, under commodore Robert Hughes, for the purpose of reinforcing Mr. Moore and enabling him to attack the French settlements in that quarter. The attack on the island of Martinico failed, as is well known: but the subsequent one against Guadaloupe was, as it may be equally well remembered, more successful. Conquest, however was not obtained without considerable and indeed formidable resistance.

The attack was, as it is said, productive of an anecdote too characteristic of this gentleman to be forgotten, or omitted. The citadel of Guadaloupe was a fortress of the first consequence, possessing great natural advantages of situation, improved and strengthened by the skill of the ablest engineers in the French service. So formidable did it appear to the British officers in that particular branch, that they were unanimous in declaring it impregnable to any attack by sea, unsupported by some collateral aid. The commodore thought otherwise; and, notwithstanding every remonstrance to the contrary, resolved on the assault; the event, indeed, justified his determination: but, nevertheless, it proved sufficiently arduous to exempt those, who were of a contrary opinion, from any imputation of coldness, or want of enterprize. Among those who thought so, and represented the service as difficult and dangerous, was Mr. Gayton, a man, whom certainly no one could with decency charge either with tameness of spirit, or deficiency in judgment, founded on experience. His difference of opinion is said to have excited some slight sensation of disgust and disapprobation in the commodore, so that when the latter had formed his disposition of attack, by which the citadel was allotted to the *St. George*, with two other ships, he thought proper to send a written order to Mr. Gayton, commanding him to proceed on that service.

This procedure was deemed by him a species of affront which, though improper to openly resent, he could bear strongly in his mind. Knowing his own attention to the rules and discipline of the service, his promptitude to obey the commands of his superior, even though they should be deemed by him bordering on impropriety, he considered the formality of a written order as an insult, he being perfectly disposed,



in every respect, to have obeyed a mere signal indicative of the commodore's intention. After a cannonade of some hours continuance, the prospect of success appeared, even to Mr. Moore himself, doubtful: the resistance of the enemy, and the injury sustained by the assailants, appeared to justify the general opinion given in council, and evince that it was not the result of timidity but prudence. The commodore wavered, and notwithstanding the fire of the assailants was violent and unremitted, he was, as has been reported to us, induced, after the attack had continued some hours, to make a signal for the *St. George* in particular, to desist and hawl off. Captain Gayton took no notice; a boat was sent to him with a verbal order from the commodore to the same effect, but the captain, instead of obeying, returned for answer, that as it had been thought necessary to use the formality of a written order previous to the assault, so should he on his part think it equally so to insist on the same punctilio authorising him to desist. In the interim the ascendancy of the British fire became apparent, and the cessation of that from the citadel \* with all its dependencies closed the dispute.

The *St. George* was in the preceding attack very considerably damaged, and the † captain himself slightly wounded. The object of the armament, of which the *St. George* formed a part, being thus concluded, captain Gayton, with such others his companions as it was deemed unnecessary to retain on that station, returned to England in the course of the year. He remained in the *St. George* during the continuance of the war, employed in the Channel, under the admirals Hawke, Boscawen, and others, but no possibility of acquiring either fame or fortune presented itself to the captain of any ship of that class during that period.

---

\* Which was taken possession of the ensuing day.

† We must not omit the following remarkable occurrence. A forty-two pound shot from the citadel struck the centre of an iron hoop surrounding the main-mast, elongated, if the term be allowed, the hammered, which consequently is the most elastic state of the metal, and forming it into a case or socket, had penetrated into the centre of the mast. The quantity of powder expended by the *St. George* on the foregoing occasion, far exceeded that of any former ship on any service whatever.

We do not believe captain Gayton to have held any subsequent commission after the peace, till the year 1769, when he was appointed to the *St. Antonio*, of sixty guns, a guardship at Portsmouth. This command he did not retain so long as is customary, being promoted, on the 18th of October, 1770, to be rear-admiral of the white. On the 31st of March, 1775, he was advanced to be rear-admiral of the red: on the 3d of February, 1776, to be vice-admiral of the white; and immediately afterwards was appointed commander-in-chief on the Jamaica station. The dispute with America becoming daily more serious, a reinforcement of several ships of war was ordered out to join him early in the summer\*. By a judicious disposition of his cruisers, aided by the activity of their respective captains, two hundred and thirty five American vessels were captured by the ships on the Jamaica station during the time Mr. Gayton held that command.

We must not omit two anecdotes relative to this gentleman, strongly marked by that rough pleasantry natural to him, and of that high spirit, with respect to the service, which all persons must admit him to have possessed. The different sums allotted to him as commander-in-chief, resulting from the sale of the different American prizes,

---

\* In consequence of an untrue assertion made in a pamphlet, written by T. Paine, Mr. Gayton published the following declaration in the *Jamaica Gazette*, which we have been the rather induced to insert, as it contains some particulars of his early life, which must undoubtedly be genuine.

“ I have seen a pamphlet, published in Philadelphia, under the title of *Common Sense*, wherein the author says, that, forty years ago, there were seventy and eighty-gun ships built in New England: In answer to which I do declare, that at that very time I was in New England a midshipman, aboard his majesty's ship *Squirrel*, with the late sir Peter Warren, and then there never had been a man of war built of any kind. In 1747, after the reduction of *Louisbourg*, there was a ship of forty-four guns ordered to be built at *Piscataqua* by one Mr. Messervey: she was called the *America*, and sailed for England the following year. When she came home she was found so bad that she never was commissioned again. There was afterwards another ship of twenty guns, built at Boston by Mr. Benjamin Hollwell, which was called the *Boston*. She run but a short time before she was condemned; and those were the only two ships of war ever built in America: therefore I thought it my duty to publish this, to undeceive the public in general, to shew that what the author has set forth is an absolute falsity.

“ CLARK GAYTON.”

were

were regularly invested in dollars, by the admiral, and packed in proper chests for the purpose of being conveyed to England. Some of his friends wishing to point out to him the trouble and inconvenience of transporting specie, recommended to him rather to remit his property to Europe in bills. The admiral, with an affected peevishness declared, he knew nothing so valuable as money itself, and that for his part he should not be fool enough to accept paper in exchange, when the latter might not be worth a farthing. His intimates having the safety of his and his descendant's property at heart, recommended to him to send his wealth to England in a frigate, for the *Antelope*, his flag ship, was so extremely old and crazy, that no inconsiderable fears were entertained she would founder on her passage. The admiral with much vivacity replied, "No, my money and myself will take our passage in the same bottom, and if we are lost there will be an end of two bad things at once."

The second is, that while on his passage home he fell in with a large ship, which, on its near approach, proved to be an English man of war. Every possible preparation was, however, prudentially made to receive the stranger as an enemy, though of force and magnitude infinitely superior, even supposing the *Antelope* in proper fighting condition, a circumstance by no means the case, she having had a considerable number of her lower-deck guns taken out for the purpose of easing her on her passage. The admiral himself, extremely infirm and almost unable to stand, came upon the quarter-deck, and after exhorting his people in few words to behave themselves like Englishmen, he told them for his part, "He could not stand by them, but he would sit and see them fight as long as they pleased."

Mr. Gayton never accepted any command after his return to England, where he arrived in safety on the 21st of April, and, that success might accompany him to the last, with a small American prize he captured on his passage. A short time previous to his arrival, that is to say, on the 29th of January, 1778, he was advanced to be vice-admiral of the red; as he was to be admiral of the blue on the 8th of April, 1782. His infirm state of health and advanced age, compelled him to live almost totally in retirement, a state rendered as comfortable as

bodily pains would permit it to be, by an handsome fortune, which he had acquired in service, as honourably as unremitted attention to his duty when employed, and the most signal display of personal gallantry and spirit on all possible opportunities could render it. He died at Fareham, where, when in England, he had for many years resided, about the year 1787.

GRIFFIN, Thomas,—can scarcely be said to be entitled to a place here, on account of his rank, though highly in respect to character, whether considered as an officer or a gentleman.—In 1736, he was a petty officer on board the *Oxford*, a ship of 50 guns, at that time commanded by captain Swale; and on the death of that gentleman, his successor promoted Mr. Griffin to be third lieutenant of that ship. He continued in the same vessel till the year 1741, by which time he was advanced to be first lieutenant, and was soon afterwards removed into the *Marlborough* of 90 guns, at that time the flag ship of rear-admiral Haddock, the commander in chief on the Mediterranean station. He was appointed, in the East Indies, captain of the *Medway Prize* on the 25th of February, 1745; and afterwards was promoted, by Mr. Griffin, the commander-in-chief on that station; but who notwithstanding the similitude of names was in no degree related to him, to the *Princess Mary*, in which ship he died on the 17th of December, 1748. He is, however, said never to have had his commission, as post captain, in either instance confirmed by the admiralty board.

HILL, John,—was, on the 26th of August, 1745, promoted to be captain of the *Triton* frigate; from thence he is said to have been promoted, in 1747, to the *Gloire*, of forty-four guns, a prize taken from the French a short time before, by the squadron under vice-admiral Anson. He was re-appointed to the same ship in 1751, and is said, in some accounts which we dare not implicitly rely on, to have afterwards commanded a ship, of twenty guns. No other particulars relative to this gentleman have come to our knowledge, except that he was, in 1770, put on the superannuated list, with the rank and half-pay of a rear-admiral, and died on the 8th of March, 1773.

HORNE, Edmund,—is known to us only as having been, on the 22d of February, 1745, promoted to be captain

tain of the *Hector*, a forty-gun ship, and as having died in England without having, to our knowledge, held any subsequent command\*, on the 23d of May, 1764.

HUGHES, Robert, — was commander of the *Shark* sloop in 1744, and, on the 2d of April, 1745, was promoted to the command of the *Kingston*, a fifty-gun ship, to which he was re-commissioned two years afterwards. In 1748 he was appointed to the *Tilbury*, and we believe, in 1751, to the *Deptford*, of sixty guns. The next subsequent information we have concerning him is, that immediately previous the commencement of the war in 1756, he commanded the *Port Mahon* frigate; from whence he was, in the month of April, promoted to the *Augusta*; from this ship he removed, about the month of June following, into the *Berwick*, of seventy guns. He continued in that ship till the year 1758, at the beginning of which he was employed on the Mediterranean station under the command of admiral Osborne. On the last day of February he had the good fortune to assist in the defeat and capture of the small French squadron under the marquis de Quesne. Returning to England towards the conclusion of the year, he was appointed commodore of a squadron, consisting of eight ships of the line, ordered to the West Indies for the purpose of reinforcing commodore Moore, and enabling him to attack the different French islands and colonies in that quarter. Having hoisted his broad pendant on board the *Norfolk*, of seventy-four guns, he sailed from Spithead on the 10th of November, having under his convoy a fleet of store-ships and transports, on board which were embarked six regiments of infantry. He arrived at Barbadoes, without having been unfortunate enough to encounter any sinister accident, on the 3d of January.

The leading particulars of this expedition have been already given in the life of sir John Moore†, and to those it is not necessary to add any thing on the present occasion. Soon after his return to England, whither he was order-

---

\* Except that of the *Rupert*, a fourth rate of 60 guns, to which he was appointed by the Admiralty, and ordered out to the Mediterranean for the purpose of superceding captain Ambrose, who was ordered home for trial, on account of his conduct in the encounter off Toulon.

† See p. 251.

ed back in the month of June to convoy the troops, which the object of the expedition being completed, it became unnecessary to keep any longer in the West Indies, he was appointed to the *Kingston*, in which ship he continued but a very short time, during a part of the absence of captain Parry. We believe him to have held no command after this during the war. At the latter end of the year 1763, he was appointed to the *Dorsetshire*, of seventy guns, one of the guardships stationed at Portsmouth, and on board which vice-admiral Holburne afterwards hoisted his flag. He quitted this command after having retained it three years, the term customarily allotted to it, and is not known to have ever received a subsequent commission. On the 18th of October, 1770, he was advanced to the rank of rear-admiral of the red, and died at Bath, ere he experienced any farther promotion, on the 19th of January, 1774.

**HUME, John.** — This gentleman we believe to have been appointed, early in 1742, commander of the *Serpent* bomb: he afterwards removed into the *Mortar*, a vessel of the same description: but nothing farther is known of him till his promotion, on the 20th of July, 1745, to be captain of the *Sandwich*. No farther account has been collected concerning him, except that he died in England on the 16th of November, 1759.

**JASPER, Richard.** — This gentleman was second lieutenant of the *Namur*, under Mr. Mathews, at the time of the indecisive engagement with the French and Spanish fleets off Toulon; and was the person sent, by the commander-in-chief, to Mr. Lestock, with a message, intimating that he would lay to till the vice-admiral could get up with his division to close the line of battle. He was appointed captain of the *Phoenix* frigate on the 13th of February, 1745, and ordered not long afterwards to the Mediterranean, from whence after some continuance he returned to England in the *Berwick*.

The next account we have of him is, that in the year 1747 he was made captain of the *Prince Henry*, and was re-appointed to the same ship in the month of July in the year ensuing. He retained this command many years, but is not again particularly noticed till 1751, when he served on the coast of Africa, as appears from the following minute, dated July the 31st.

This

“ This day was read before the board of admiralty, a letter sent by captain Jasper, from the prince of Annamaboe, in which he expresses his gratitude for the civilities shewn his son while he was at our court, and offers the assistance of 20,000 men to build a fort on the coast of Africa in case of obstructions from the French.\* At the same time was read a long letter from captain Jasper, giving a very accurate account of the state of affairs on that coast, at which their lordships expressed great satisfaction.”

He afterwards repaired to Jamaica, and from thence to England, where he arrived in the month of August 1752, having on board a considerable quantity of specie. He almost immediately returned back to the West India station; but on account of some misbehaviour at the Havannah\*, was brought to a court-martial in the following year, and sentenced to be dismissed the service. He appears to have been a man possessing a very irritable irascible temper. This, unfortunately for him, caused his untimely death, he being killed in a duel, † by Mr. Brice, at the Cardigan-head tavern, on the 11th of May, 1761. The survivor was afterwards tried and honourably

---

\* The following official mention is made of captain Jasper; and the misbehaviour alluded to, took place at the same time.

“ Gazette, No. 9135. Havannah, Nov. 2, 1752.

“ The 17th of October an English man of war, called the Prince Henry, Captain Richard Jasper, came to an anchor in this harbour, having lost all her masts, and suffered other considerable damages from the hurricanes which we have had in these seas during the month of September. She was received here with that humanity which is requisite upon such an occasion; and all possible assistance will be given her till she can be put in a condition to pursue her voyage. This ship, which was bound for London, sailed from Jamaica on the 3d of September: on the 4th the first hurricane happened, which would not suffer her to put in between Cayques and Mariguana. On the 23d she met with the second, off Cape St. Antonio, which carried away all her masts. Several Englishmen belonging to three merchant's ships, that have been wrecked, are likewise arrived in this port: they have all been collected together, and are incorporated amongst the crews of his majesty's ships. The captain of the Prince Henry has since demanded these men, and they will be delivered to him upon his paying the money that they have cost during their stay here; but this point is not as yet settled.”

† The rencontre took place on the 10th: captain Jasper died on the following day.

acquitted

acquitted of the murder, it being very clearly and satisfactorily proved, that the deceased was entirely the aggressor.

**JRFFREYS, Robert.**—We have been able to collect very few particulars relative to this gentleman: he was, on May 1, 1745, appointed captain of the *Scarborough*\*; and we have no doubt but that he held some subsequent commands; these, however, we are sorry to say, are unknown to us. During a considerable part of the war, which commenced in 1756, we find him to have been unemployed, not improbably through the whole of it. We may, however, fairly presume he was, notwithstanding this, a man much respected and esteemed; for though fortune appears to have denied him any opportunity of handing his name down to posterity with that celebrity which is the reward of gallantry, particularly if successful, he was not, as has been sometimes the case, set aside and continued on the list of captains, when, according to his seniority, he became entitled to the rank of a flag officer, but was then put on the superannuated list of rear-admirals. This has ever been considered as an honourable proof of meritorious service, though age, infirmities, or wounds received while in command, may possibly render the brave, though unfortunate man, incapable of encountering the fatigues and difficulties necessarily attendant on a more active station. He died about the year 1780.

**LLOYD, John,**—was, on May 30, 1745, appointed captain of the *Glasgow*, a new ship of twenty-four guns, launched a short time before at Liverpool. He continued in this ship during the whole remainder of the war, without being fortunate enough to meet with any opportunity of particularly distinguishing himself. Soon as the preliminary articles of peace were signed, he was ordered, in the month of May 1748, to North America with the intelligence, for the purpose of preventing any farther hostilities from being committed. He survived his arrival a very short time, dying at South Carolina on the 14th of September, 1748.

**MAISTERSON, Samuel,**—was, on the 26th of August, 1745, promoted to be captain of the *Squirrel*; from

---

\* He was employed during the ensuing summer in cruising off the coast of Scotland.

which



which he is said to have been removed, early in the following year, to the Duke William, an hired armed ship mounting fifty guns. No mention is made of his having held any subsequent commission, nor have we been able to collect any farther particulars concerning him, except that he died in England on the 10th of September, 1762.

MAN, Robert,—from being lieutenant of one of the ships employed under commodore Warren, on the expedition against Louisburg, was, on the 22d of June, promoted, by that gentleman, to be captain of the Launceston, of forty-four guns; and was not long afterwards sent to France, as convoy to a fleet of cartel ships dispatched thither with the prisoners taken in arms\*, and the principal inhabitants who chose to remove thither. In 1746 he was appointed to the Lynn, and ordered to the Mediterranean, where we believe him to have continued till the cessation of hostilities took place. No farther mention is made of him till the year

---

\* A particular account of the ill treatment he received from the enemy while employed on this service, is circumstantially related in the following terms by Mr. Gibson, in his appendix to a journal of the siege.

“ July 4, 1745, Fourteen cartel ships, with the Launceston man of war, set sail from Louisbourg, in Cape Breton, for France, with the French inhabitants. No sooner were we arrived in the road of Rochfort, but commodore Mac Namara, in a ship of seventy-four guns, obliged us to come to under his stern. We obeyed and shewed our passports, which, when he had read, he insisted that every master should deliver into his hands his particular journal. Some looking on it as an unreasonable demand, with resolution opposed it, but were confined in irons in his ship for their refusal. Soon after, he sent for me: being admitted into the cabin, he ordered me to sit down at his green table, and give an account of my own proceedings in writing; which orders I readily complied with, and delivered into his hands. Upon the receipt of it he told me, that the cartels could expect no favour at Rochfort: and since, he was informed by several passengers, that I had been a very busy active fellow against the interest of his most christian majesty at Louisbourg, if he could find out any article whatever that was in the least contradictory to the declaration I had delivered he would send me to the tower. He immediately sent on board for my trunk, and insisted on my giving him the key. I did; and he took out all my papers, and read them over in the first place. After that, he broke open the letters directed for London: those, indeed, he sealed up again, and, having put them into the trunk, dismissed me. His next orders were, that the cartels should not go on board the  
Launceston

year 1755, when he was appointed captain of the *Anson*, a ship of sixty-four guns, one of those put into commission at Portsmouth in consequence of the apprehended rupture with France. In this ship he sailed soon afterwards for North America, as one of the fleet sent thither under the orders of admiral Boscawen. No other notice is taken of him till the year 1758, when he commanded the *Prince Frederic*, a ship of the same rate and force as the former, being one of the fleet commanded by the same admiral (Mr. Boscawen) which proceeded against *Louisburg*, and proved successful. He afterwards was promoted to the *Cornwall*, of seventy-four guns; in which we believe he continued during the remainder of the war; after which we are uncertain whether he held any commission while he continued a private captain. On the 18th of October, 1770, he was promoted to be rear-admiral of the blue; as he also was, in six days afterwards, to be rear-admiral of the red. He was immediately sent to command on the *Antigua* station, where he continued the time usually allotted for the duration of such appointments.

On the night of the 27th of December, 1771, a most dreadful fire broke out in the town of *St. George*, *Antigua*. It raged with such violence that, before daylight, the

---

*Launceston* on any pretence. He charged us likewise not to go on shore: and gave strict orders to the garrison to watch us night and day; and in case any of us attempted to set foot on shore, the guard were directed to shoot us. He would not permit a boat to bring us the least supply of any kind; insomuch that we were obliged to live wholly on salt provisions, and drink water that was ropy and very offensive to the smell, for above six weeks successively. When this cruel commodore set sail with his fleet, consisting of about two hundred sail of merchantmen, and seven men of war, for *Hispaniola*, another as cruel supplied his place. On Sunday eve he sent out a yawl with orders for all the cartels to unbend their sails. We did as directed; and on Monday morning his men came in their long boats and carried all our sails on shore, into the garrison, which surprized us to the last degree, as we had been detained so long and lived in expectation of our passports every day. At this unhappy juncture captain Robert Man, who was commander of the *Launceston*, was taken violently ill of a fever; and, notwithstanding intercession was made that he might be removed on shore, as the noise on board affected his head too much: yet the favour was inhumanly denied him, and to every officer in the ship besides."

whole town was reduced to ashes, except a few buildings in the carenage, near the court and custom-house, which were fortunately preserved merely by the great exertions of the officers and men, sent from the ship under Mr. Man's command. This dreadful conflagration took place notwithstanding every possible effort was made by the rear-admiral to put a stop to it. Every humane attention was paid by him to the distresses of the unfortunate sufferers, whose wants he endeavoured to alleviate and provide for by every possible means in his power. Nevertheless there were some persons unjust enough to prefer a formal complaint against him to the admiralty-board charging him with misconduct, and in particular with having shewn great inattention to the distresses of the people. His defence, however, instantly quieted such shallow ill-founded murmurs, it appearing there was not the smallest shadow of reason that could in any degree give colour to such a report.

On the 31st of March, 1775, Mr. Man was advanced to be vice-admiral of the blue; as he was, on the 3d of February, 1776, to be vice-admiral of the white. Some time previous to this, however, he was appointed to command on the Mediterranean station, on which occasion he had his flag on board the *Medway*, of sixty guns. Though the force under his command was, as is customary, in time of peace, very insignificant, he had address enough to render himself highly respected, as well by the Spaniards, as by the different Barbary states, notwithstanding two or three trivial disputes occurred, which required no inconsiderable share of firmness and management so as to enable him to maintain his own proper consequence. He returned to England in the beginning of the year 1778, and did not afterwards accept of any command\*, so that we have nothing farther to relate with regard to him, except his promotions, which were on the 19th of March, 1779, to be vice-admiral of the red; and, on the 26th of September, 1780, to be admiral of the blue. He died in the year 1783, revered and loved both as a gentleman and a commander.

---

\* In the month of April, 1779, he was nominated one of the commissioners for executing the office of lord high admiral, but quitted the board in the beginning of the month of September 1780.

MONTAGUE,

**MONTAGUE**, The Honourable William,—was the second and youngest son of Edward Richard, viscount Hinchinbroke\*, and his lady, Elizabeth Popham, only daughter to Alexander Popham, of Littlecote, in the county of Wilts, esq. Having betaken himself to the sea-service, he was appointed a lieutenant in the navy, we believe under captain Robert Long†. This gentleman entertained an high opinion for him; but observing in him a too gallant spirit, which at times rose to an appearance rather romantic for a moderate and prudent man to display, distinguished him, on all occasions, by the familiar appellation of his Dragon. He was promoted by commodore Warren, at that time commander-in-chief of the expedition against Louisburg, to be captain of the *Mermaid*, his commission to that ship bearing date May the 23d, 1745‡. He was the person afterwards chosen to be the herald of the success to England, where he arrived, after an expeditious passage, on the 20th of July, and was immediately appointed to the *Prince Edward*; as he was, in the month of July, 1746, to the *Bristol*. Hitherto he does not appear to have had any opportunity of manifesting that natural intrepidity all who knew him admit him to have possessed: but in the following year, he then commanding the *Bristol*, as indeed he continued to do during the remainder of the war, was present with Mr. Anson at the defeat and capture of De la Jonquiere's squadron, and contributed all that was possible for him towards the glorious success then obtained. He afterwards, on the 27th of February, 1747, had the good fortune to capture a very valuable French register ship, called the *Union*, bound from the Havannah to Cadiz, having on board 360,000 dollars, besides a valuable cargo of cochineal, cocoa, and other commodities. In 1748 the *Bristol* was taken into dock to be refitted, and when completed captain Monta-

---

\* Eldest son to Edward, third earl of Sandwich.

† See Biog. Nav. vol. iv. p. 182.

‡ In the month of November following he was returned to parliament as one of the representatives for the county of Huntingdon, in the room of W. Mitchell, esq. deceased; and at the ensuing election was chosen for the borough of Bossiney, in Cornwall.

gue was re-appointed to her\*. He remained however in that ship a very short time, and was succeeded by captain John Montague. Some indeed doubt whether he ever was reappointed, and insist it is a mistake, arising merely from the similitude of names. About the year 1755 he commanded the Cumberland, a third rate, at first employed as a guard-ship at Chatham.

No public mention, after the time last stated, is made of him in the service, from which he was snatched at a very early period of his life, on the 10th † of February, 1757. He married Charlotte, daughter of Francis Nailour, of Offord Darcy, in the county of Huntingdon, esq. but died without issue. The whimsical eccentricities which pervaded the general conduct of this gentleman, procured him, both in and out of the service, the familiar appellation of Mad Montague, an addition more frequently used than it otherwise, perhaps, would have been, in order to distinguish him from capt. J. Montague, of whom we have hereafter to give some account. Some of these anecdotes

\* When in the West Indies, in the early part of his life, an affair, very disagreeable to captain Montague, unfortunately occurred;—a boat passing his ship in the night, was fired at, by his order, to compel it to bring to, some suspicion being entertained that there were French people on board. Through inattention or carelessness, one of the shot so fired, wounded a negro in the leg so terribly that he died the next morning. Mr. Knowles thought proper to suspend him from his command on this account; and, as it is said, not only refused to allow him a court-martial, but also the privilege, which the captain earnestly requested, of being tried by the laws of the island of Antigua, where the unfortunate accident happened.

This unjust treatment afterwards underwent a legal investigation; and Mr. Montague, with that honourable and generous eccentricity which so strongly marked his character, was contented with vindicating his own honour, and proving, to the satisfaction of the court, the ill usage he had experienced; for though it was supposed very considerable damages would have been recovered against the admiral, the trial was prevented from regularly proceeding to an end, the counsel for Mr. Montague being instructed by him, to declare, he would be satisfied with a verdict of ten guineas, and the costs of suit. The sum recovered we believe to have been afterwards distributed among the prisoners in the marshalsea.

Mr. Montague's suit was long in agitation, and not finally settled till the month of June 1752.

† Some accounts say the 5th; Mr. Hardy the 11th.

are almost too extravagant for belief; but we shall venture to relate two or three, which we have received as authentic from persons of too much veracity to have them questioned for a moment. — In coming up the Channel during the time he commanded the Bristol, he fell in with a very numerous fleet of outward-bound Dutch merchant-men. He fired at several in order to compel them to bring to, a measure authorised by custom and his general instructions. The Dutch, aided by a fair wind, hoped by its assistance to escape the disagreeable delay of being searched or overhauled, and held on their way: captain Montague pursued, but, on overtaking them, took no other satisfaction than that of manning and sending out his two cutters, with a carpenter's mate in each, ordering them to cut off twelve of the ugliest heads they could find in the whole fleet, from among those with which, as it is well known, those people are accustomed to ornament the extremity of their rudders. When these were brought on board he caused them to be disposed on brackets round his cabin, contrasting them in the most ludicrous manner his vein of humour could invent, and writing under them the names of the twelve Cæsars.

Another anecdote is, that being once at Lisbon, and having got into a night affray with the people on shore, he received in the scuffle what is usually termed a black eye. On the succeeding day, previous to his going on shore, he compelled each of his boats crew to black with cork one of their eyes, so as to resemble a natural injury; the star-board rowers the right eye, the larboard rowers the left, and the cockswain both: the whimsical effect may be easily conceived.

When under the orders of sir Edward Hawke, in 1755, he solicited permission to repair to town. The admiral, aware of the impropriety of such a request, and at the same time wishing to palliate refusal by imposing, on his permission, a condition he conceived impossible to be undertaken, even by a man of Mr. Montague's harmless, tho' extravagant turn of mind, jestingly said, "The complexion of affairs was so serious that he could not grant him leave to go farther from his ship than where his barge could carry him." Mr. Montague, not to be foiled or abashed, is said to have immediately repaired to Portsmouth, where he gave  
orders

orders for the construction of a carriage on trucks, to be drawn with horses, on which he meant to row his barge; and having previously stored it with provisions and necessaries requisite for three days, to proceed to London. Having lashed it to the carriage, the crew was instructed to imitate the action of rowing with the same solemnity as if they had been actually coming into the harbour from Spithead. Sir Edward, as it is said, received intelligence of his intention soon after the boat and its contents were landed, and immediately sent him his permission to proceed to London in whatever manner he thought proper.

A variety of anecdotes equally ludicrous might be adduced, but the foregoing specimen may, not improbably, be deemed sufficient.

NOEL, Thomas,—is no way mentioned till his promotion, on the 12th of November, 1745, to be captain of the Greyhound frigate. In this ship he was in the ensuing year employed as a cruiser off the coast of Scotland, an occupation in which he signalised himself as described beneath\*. In 1748 he commanded the Severn, of fifty guns. No farther mention is made of him till we find him, in 1756, captain of the Princess Louisa, of sixty guns, one of the ships composing the Squadron ordered to

\* “ Greyhound, in Alrosa Bay, May the 4th, 1746.

“ Upon my arrival here from Ireland, I was informed of Lord Loudoun's being at Sky, whither I went to offer him my assistance. I attempted getting to the northward, but wind and weather would not permit. Upon the 1st instant I had an account of two large ships being at Loch Nova. The next morning at daylight I weighed, in company with the Baltimore, and kept plying, the wind being contrary. In the evening the Terror joined me. Next morning at daybreak we stood in for the Loch, and a little after four I crossed pretty close to the commodore, gave him a broadside, and then stood on to the other. The sloops followed my example, and we were engaged till nine o'clock, when our masts and rigging were so shattered that the sloops were not capable of keeping under sail, which was the only means by which we could propose to annoy them by, as we were inferior to them in strength. One of the French ships carried thirty four guns, twenty-four of which were nine-pounders. The other carried thirty-two, twenty-two of which were nine-pounders. Wherefore, after lying at anchor some time, and having repaired our damages as well as we could, we made sail and left them, and are now refitting. I have sent to the Furnace and Raven to join me as soon as possible, and hope we shall still have it in our power to give a better account of them.”

the Mediterranean under the unfortunate Mr. Byng. In this ship he unhappily lost his life, being desperately wounded in the encounter with monf. De Gallisoniere on the 19th of May. He died on the 5th of June following.

NUCELLA, Timothy, — was lieutenant of the *Port Mahon* in 1740, and of the *Marlborough* at the time of Mr. Mathews's encounter with the French and Spanish fleets off Toulon; he was consequently one of the persons ordered home as a witness on the trials which took place in consequence of that event. Previous, however, to this, he was made commander of the *Wolf* sloop; and on the 12th of April, 1745, promoted to be captain of the *Chichester*. He afterwards, in 1746, was appointed to the *York*, a fourth rate of sixty guns, one of the squadron employed in the East Indies under Mr. Griffin; and on the trial of that gentleman gave testimony rather unfavourable to him, declaring in precise terms, "that if the squadron had been under his command he should certainly have put to sea and endeavoured to engage the enemy." In the month of July 1752, he was appointed captain of the *Hind*; and after having served sometime in Europe in that station, was, at the end of the year 1755, ordered to the coast of Guinea, where he died on the 4th of April, 1756.

NUTT, Justinian, — served as master of the *Centurion*, under Mr. Anson, during the early part of his voyage round the world. In the course of it he was advanced to the rank of lieutenant, and was promoted, in the month of March 1745, to be commander of the *Tavistock* sloop. He was removed from this vessel, on the 12th of August following, to be captain of a small frigate, called the *Grand Turk*, a French prize purchased into the service. In the beginning of the year 1748 he commanded a ship of fifty guns, said to have been, as the sloop just mentioned, called the *Tavistock*. This was one of the squadron sent into the bay under the orders of rear-admiral Hawke: but no other particular mention is made of him during the current year. At the very commencement of the ensuing he was commissioned to the *Anson*, a guard-ship, of sixty-four guns, stationed at Portsmouth; where, in the month of June following, he was one of the members composing the court-martial held on captain Obrien Dudley, captain of



of the *Chesterfield*, and on those subsequently held on. Couchman the lieutenant, and others, who had piratically taken possession of that ship when the captain was on shore.

No farther mention is made of him as an officer in active service. In the month of August 1749 he married Miss Cook, a young lady of Winchester, with whom he is said to have acquired a fortune of 10,000*l*. In the year 1754 he quitted the service altogether on being appointed one of the captains of Greenwich-hospital. This honourable retirement he did not long live to enjoy, dying on the 11th of December, 1758.

OBRIEN, Lucius,—was the son of captain Christopher Obrien, of whom some account has been already given, vol. iv. p. 48. Having, after the example of his father, betaken himself to a maritime life, he was, about the month of September 1740, promoted to be commander of a sloop of war: he was, however, only commander acting by order, for almost immediately afterwards he returned to the rank of lieutenant, and served on board the *Shrewsbury* during the expedition against Carthage in 1741. He signalised himself very much in the assault of the Boca Chica castle; and afterwards in the attack of the Spanish admiral's ship, the *Gallicia*, he being, as is confidently reported, the first person who boarded her. After this we find him, in 1744, commander of the *Portsmouth* storeship. He was from this vessel promoted, on the 3d of December, 1745, to be captain of the *Sheerness* frigate; in which vessel he was immediately afterwards ordered to the coast of Scotland. In the beginning of the month of April following he had the happiness of effecting a very signal piece of service by the re-capture of the *Hazard* sloop of war, which had been made prize of by the rebels, and was then called the *Prince Charles*. This vessel, after repairing to France, was on its return from thence with a sum of money for the payment of the rebel forces, and a considerable number of veteran officers from the French service to head and direct them, both which the pretender's party stood much in need of.

Captain Obrien, after a long chase of nearly sixty leagues, drove this vessel on shore upon a loyal part of the coast, where the officers and crew landing with the treasure in hopes of forming a junction with their friends, were all of them captured, together with the wealth, the

very sinews of war, which they wished to protect. Nor was this the whole of Mr. O'Brien's success, for a few days before, he had taken possession of a ship from Boston, in New England, which having some arms and ammunition on board, was, by the captain, treacherously put into possession of the rebel adherents in that part of the country. No farther mention is made of this gentleman during the continuance of the war, nor have we been able to discover the services on which he was employed, or the names of the ships he commanded, except that, in 1746, he was appointed to the Colchester. We remain in the same state of ignorance concerning him during the whole of the peace which ensued, nor have we any just reason to suppose that, in that period, he held any command. At the recommencement of the war with France, in 1756, he was again appointed to the Colchester, of fifty guns, in which ship, having the Lyme, a twenty-gun ship, commanded by captain Edward Vernon in company, he fell in with, on the 17th of May, two French ships of war, one called the Aquilon, of fifty-eight guns, commanded by monsieur De Maurville; and the Fidelle, of thirty-two guns, by monsieur De Litarduis. Notwithstanding the superiority of the French, the English captains did not decline the contest; a long and spirited encounter took place, which, though highly honourable to the latter, did not end so successfully as their gallantry merited, owing to the disabled state of their masts and rigging at the conclusion of the action\*, a circumstance by no means uncommon in encounters of this nature.

Notwith-

---

\* No particular account of this transaction ever having been officially published, we have thought fit to add the following letter, written on board the Colchester soon after the action, inasmuch as, though it has been already printed, few persons probably may have seen it, and it contains a complete refutation of many infamous aspersions attempted to be raised against the character of Mr. O'Brien.

“ Colchester, at sea, June 20, 1756.

“ The Lyme, captain Vernon; and the Colchester, captain O'Brien, were ordered, by admiral Boscawen, from the fleet, to cruize together on the coast of Brittany, and scarce a day past but we either burnt or sunk some French vessel. On the 17th of May, in the morning, we took a French snow laden with deals and resin. An officer was sent on board

to

Notwithstanding the affair just mentioned was highly honourable to the commanders concerned, there were not wanting

to burn her : while he was doing it, the man at the mast-head called down, that he saw a sail in the offing ; upon which captain O'Brien hailed captain Vernon and desired him to make sail, and that he would follow, which he did with all the sail he could make. So soon as the officer was returned from burning the vessel, and our boat hoisted in, a second sail was espied by the man at the mast-head, and at half past eleven A.M. we discovered they were enemies, as they also did at the same time with respect to us, making all the sail they possibly could set to get from us, with top-gallant royals, lower, top-mast, and top gallant steering sails, keeping all full. Seeing they could not weather us on the other tack, sometimes they bore away two or three points, then hauled their wind ; but finding we gained on them fast, and that it was impossible to escape us, they shortened sail by degrees, till they were under their three top-sails, when they hoisted their colours and kept close together. We did the same ; and as we neared them saw plainly the name of each ship wrote on their stern ; the first called *La Fidelle*, of thirty-two guns ; the other *L'Aquillon*, of fifty-eight, which we counted very distinctly : the latter having eleven guns below on a side, twelve on her upper deck, four on her quarter deck, and two on her fore-castle, with a great number of men at small arms in her tops, poop, quarter-deck, and fore-castle. We had a clear ship fore and aft, and every thing ready for action, with colours flying, our people in great spirits gave three cheers, as did the *Lyme's* people also. The French indeed answered us, but it was very faintly. Our captain's intention was to have gone between the two enemy's ships, and to have given them each a broadside : but they kept too close for us to put that scheme in execution ; we therefore took the first of the *Fidelle*, reserving ours for the *Aquillon*, which was the headmost ship : and at half an hour past five in the evening, being close upon her weather quarter, she gave us her whole broadside below and aloft, as did the *Fidelle* also at the same time. We immediately returned it with our whole fire at the *Aquillon*, as did the *Lyme* at the other. The third broadside we received, most unluckily cut our tiller rope, great part of the steering wheel and lead trumpet, so that our ship directly came round too : upon which the *Aquillon* put her helm hard a weather, and raked us fore and aft.

Perceiving something extraordinary had happened on board us they let down their fore-sail and bore away, with design, as we supposed, to assist their comrade, then warmly engaged with the *Lyme* at some distance : but we soon got tackles upon our tiller below, shivered our after sails, put our helm aport, and following her, got between the two enemy's ships, and on the *Aquillon's* lee bow. Steering from bow to bow, we gave her five smart broadsides, most of which raked her fore and aft, and so near as to be almost on board each other ; our yard arms very near touching hers. We then exchanged hand granadoes for some time from our tops ; and one of hers falling on our fore-castle blew up a great number of musket cartridges, but happily did no great

wanting those who insidiously and wickedly endeavoured to traduce their conduct, more particularly that of Mr. O'Brien.

---

mischief. When we raked her she was silent, and for some time did not fire a gun; her ensign being foul, our people gave three cheers thinking she had struck; upon which the Aquillon put her helm alee, hauled up her foresail (for we were then going large) and began to fire again. At this time our braces, bowlings, &c. being most of them shot away, we got down our steering sail tacks for braces, and hauled upon a wind; but she got upon the weather gage of us, which we could never after recover. We now reeved a new tiller rope, but it proved too short, so that we were obliged to reeve the mizen-sheet for a tiller rope, and put a luff tackle in lieu; we continued engaging about point blank musket shot (the Lyme and Fidelle also still engaged, but at a considerable distance from us). The great quantity of bar shot, pieces of old iron bars, &c. which the French fired in upon us, tore our sails and rigging all to shatters, our mizzen top-sail was down, the sheets, stoppers and slings entirely shot away, and the mizzen all in rags. In short, every thing was so torn and cut to pieces, that we had not the ship under the least command; luckily for us, it was fine weather and smooth water, or we must have lost all our masts, they being very much wounded, and scarce a whole shroud left to secure them. We saw, before dark, two of the Aquillon's ports beat into one, and about ten o'clock several great explosions on board her. We were so near that the wads from each ship fell on the deck on fire; and one from her guns came into an upper deck port of ours, beat a cartridge of powder out of the man's hand that was going to put it into the gun; it set fire to some others, and blew up all the people near that gun in a terrible manner. Other wads set fire to our hammocks on the poop, but it was happily soon extinguished. Thus we continued to engage till half past twelve at night, when the Aquillon hauled on board her fore tack, set all the sail she could, kept close upon a wind, and left us in such a situation that it was impossible for us to follow her. The Lyme and Fidelle had left off engaging about an hour and half before us. Besides the shattered condition of our sails, masts and rigging, we received several shot between wind and water; and were obliged to turn our people from the guns to pump ship. for we made four feet water an hour, and heeled ship to stop our leaks with plugs and tallow. All the remaining part of the night and next day we were employed in knotting, splicing, and reeving new rigging, and bending other sails. Our officers and men behaved well and in high spirits during the whole engagement; but our guns were very weakly manned, our people being obliged to help each other to run them out when loaded, and were all very much fatigued, having been up thirty-five hours. We had no more than four men killed on the spot, and thirty-five wounded, several of whom are since dead of their wounds, and others not expected to recover. The Aquillon (by the account we have of a Danish ship from France) had upwards of sixty killed and a great number wounded, and went into Rochfort with great difficulty, being

O'Brien. They strove to inculcate an opinion that, terrified by the superiority of the enemy, he strove to avoid the contest, which, had it been vigorously and ably conducted, would undoubtedly have ended in the capture of both the enemy's ships. Nothing can be farther from the truth; he is known to have expressed, from the first moment of discovering the supposed superiority of the antagonists, the highest satisfaction at the prospect of gaining honour from that circumstance; and was so bent on having the action continued even to the last extremity, that he told the first lieutenant, "You, sir, as next to me in command, must take charge of the ship in case I should be killed in the action, or so wounded as to be obliged to quit the deck. My positive orders are, that you never suffer the colours to be struck, while there remains a possibility of keeping the ship above water." In 1757 he accompanied commodore Stevens, in his way to India, as far as St. Helena; from whence he returned back to England, we believe with a convoy.

This gentleman was afterwards promoted to the *Essex*, of sixty-four guns; in which ship we find him, in 1759, serving in the main or Channel fleet under the orders of sir Edw. Hawke. After having borne a share in the memorable defeat of the marquis de Conflans, in the month of November, being on the following day ordered, by signal from the admiral, to pursue the *Soliel Royal*, which,

---

being much shattered in her hull. The disproportion of the killed and wounded between us and the French may be easily accounted for, by considering, that it is their continual practice to fire at our masts and rigging, in order to disable our ships that way, and that they have generally almost double the number of men. In this action we fired upwards of forty broadsides, all well expended: not a single gun fired, but so near as to do execution on the enemy wherever it took place, and every thing conducted with as little noise and confusion as possible during the whole engagement, which was full six hours and half. After this it might be expected we should immediately have retired for some port, (as we find the *Lyme* did) but our captain judged it more the duty of an officer to do his utmost to rejoin his antagonist, which we did, and had the carpenters from every ship in the fleet to repair our masts, yards, &c. and repair our hull; when we had received a fresh supply of stores and ammunition, I do suppose we had returned to the time first intended for our cruise."

under cover of the night, had anchored in the midst of the British fleet, in attempting to execute these orders the *Essex* unfortunately ran on a shoal, called the *Four*, where, notwithstanding every possible assistance was given, she was totally lost; a part of the stores, and the whole of the crew were, however, taken on board different ships of the Squadron, except one boat, with a lieutenant and as many of the crew as it could contain, which was driven on the French coast, where they were made prisoners.

Captain O'Brien was early in the ensuing year appointed to the *Temple*, of seventy guns. He was ordered almost immediately to the West Indies, where, in the month of August, having the *Griffin*, of twenty-eight guns, under his orders, he distinguished himself very particularly in the attack and capture of a considerable number of French privateers, which he cut out from under the guns of Martinico. The following are the leading circumstances of the event: having received information that the *Virgin*, formerly a British sloop of war, and three privateers carrying twelve guns and upwards of one hundred and fifty men each, were in Petit Havre bay, he proceeded thither, in company with the *Griffin*, of twenty-eight guns, captain Taylor, and after a brisk attack, which continued several hours, succeeded in cutting them out, notwithstanding they were protected by three forts, one mounting eight twenty-four and thirty-two pounders; a second having six twelve and eighteen pounders; and a third, which flanked the entrance of the bay, with two batteries mounting two guns each. The forts themselves were totally demolished, their defences being beaten down into the sea. Not content with this success, they afterwards attacked another fort on the same island, mounting six twenty-four pounders, without much difficulty they completely destroyed it, and carried off three more stout ships which depended on it for protection. To crown the whole, on their return they fell in with a fleet of thirteen victuallers, which they captured and carried into Antigua with them, having had only two men killed and eight wounded during this very successful though short expedition.

Wishing to return to Europe towards the conclusion of the war, he removed into the *Woolwich*, of forty-four guns; and arrived at Spithead in the month of September

1762,

1762, with commodore sir James Douglas and a convoy\*. He does not appear to have held any farther command till the year 1768, when he was commissioned to the *Solebay*, a cruising frigate of twenty-eight guns. Previous, however, to this he had, in 1766, a pension of 150*l.* a year settled on him, in addition to his half-pay, he having lost the use of his right arm. On the 18th of October, 1770, he was advanced to be rear-admiral of the white; but did not long survive his promotion, dying on the 17th of December following, though Mr. Hardy asserts on the 13th of July in the ensuing year.

ORME, Richard.—We know nothing of this gentleman previous to his advancement, on the 20th of August, 1745, to be captain of the *Royal Sovereign*, at that time the *Guardship* at the *Nore*. In the month ensuing we find him to have been one of the members of the court-martial held on board the *London*, at Chatham, for the trial of the captains charged with misbehaviour in the battle fought off *Toulon*; as he also was, in 1746, of that held for the trials of the admirals. No farther mention being made of him, we are unacquainted not only with the subsequent services on which he was employed, but even of the ships he commanded. We only know him not to have been in commission at the latter end of the war, and to have died on the 23d of August, 1764.

RICH, Edward.—We find this gentleman, in the latter part of the year 1743, commander of the *Baltimore* sloop of war. He was ordered out in the month of December on a cruise off *Oporto*; and when on his passage to the appointed station, fell in with and captured a Spanish privateer, mounting six carriage and fourteen swivel guns.

\* To the safety and preservation of which he paid particular attention, an attention, it should seem, ill requited, as appears by the following letter to the secretary to the admiralty.

“ I am sorry I have occasion to say it, but since I have been in the service, and this is the thirteenth convoy I have been with this war, I never saw masters of merchant-ships behave so ill, and with such disregard to signals and his majesty's colours; so that, with the assistance of the *Crescent* and *Falkland*, we could not keep them in order; nor did they ever obey a signal that was not repeated more than once. The gunner's expence will show how great has been the consumption of powder.”

He

He remained on the same station several months, and in the month of July distinguished himself highly in an encounter with a French privateer of equal force\*. He was soon after his return to England, that is to say, on the 28th of January, 1745, promoted from the *Baltimore* to be captain of the *Bridgewater*, of twenty guns. We have no farther intelligence concerning this gentleman, except what we derive from a memorandum affixed to his name in Mr. Hardy's list of naval captains. By that we are informed that he quitted the *Bridgewater* in a manner by no means correct, or, as Mr. Hardy expresses himself, ran away from that ship; but afterwards was appointed captain of the *Milford*. He died in England on the 26th of July, 1753.

ROSEWELL, Henry,—was, on the 21st of July, 1745, promoted to be captain of the *Lively*. This gentleman is in the same predicament with many others already mentioned, in respect to our total want of information relative to him. We know him only to have been employed during a considerable part of the succeeding war, and not to have attained to the rank of a flag-officer even on the superannuated list. He died on the 9th of May, 1771, still continuing on the list of captains, though senior to many who had been advanced to the rank of admirals.

ROUS, John. — This gentleman was by birth an American; and having risen to the rank of lieutenant in the navy, quitted for a time his majesty's service and took the command of a private ship of war fitted out from New England. We have not been able to collect any

---

\* Of which the following particulars are given officially.

“ Being on a cruise off Oporto on the 8th of July, he was chased by a snow, but coming almost within gun-shot, and perceiving the *Baltimore* not to be a merchant-ship, she hawled her wind. Capt. Rich however outfailed her so much, that in an hour he came within pistol-shot of her and fired a shot to bring her to, which she answered with a broadside. Captain Rich then ran alongside of her, and after an engagement of two hours, yard-arm and yard-arm, she struck her colours. She proved a French snow privateer of ten carriage guns, four-pounders, and ninety-six men. She is called the *Nymph*, fitted out from Bourdeaux, Abraham Vernueil commander. The *Baltimore* had one man killed and one wounded, and the prize had fifteen killed and wounded.”



subsequent information concerning him, except that having distinguished himself in this occupation so highly, as to attract the notice of sir Peter Warren, who, in 1745, was commodore of the armament sent against Louisburg; he was by him promoted to be a commander in the navy, and, on the 24th of September, 1745, advanced to be captain of the Shirley galley. This vessel was the same he had before commanded as a privateer; it was afterwards hired into the service as an armed ship on the sloop establishment; and, lastly, put on the higher footing of a post-ship, or frigate.

Immediately after peace had taken place we find a gentleman of the same name appointed captain of the Albany sloop. It is by no means improbable he was the same person, for many instances occur of a post captain having, in time of peace, accepted of such inferior commissions. In 1755, on the prospect of a rupture with France, and being then captain of the Success, a ship of twenty-two guns, he was ordered to North America, and distinguished himself very highly in the naval department of an expedition, made against the French settlement of Beausejour, under the command of colonel Monkton.

In the month of July he was equally fortunate in a second enterprize, conducted by himself only, against the French settlements on St. John's river\*. We believe him to have continued on the American station a considerable time, as we find him, in 1757, employed in the

---

\* Extract of a letter from Halifax, in Nova Scotia, dated July the 18th, 1755.

“ The French have abandoned their fort at St. John's River, and as far as in their power demolished it. As soon as the forts upon the Isthmus were taken, captain Rous sailed from thence, with three twenty-gun ships and a sloop to look into St. John's River, where it was reported there were two French ships of thirty-six guns each. He anchored off the mouth of the river and sent his boats to reconnoitre: they found no ships there; but on their appearance the French burst their cannon, blew up their magazine, burned every thing they could belonging to the fort, and marched off. The next morning the Indians invited captain Rous on shore, gave him the strongest assurances of their desire to make peace with the English; and pleaded, in their behalf, that they had refused to assist the French upon this occasion, though earnestly pressed by them. Some of their chiefs are expected at Halifax in a few days.”

same ship under Mr. Holburne; who, immediately after his arrival on that station, sent him out for the purpose of collecting intelligence \* relative to the situation and force of the French fleet at Louisburg. Immediately after his return into port he removed into the *Winchelsea*, of twenty-four guns. He returned to England at the conclusion of the year, and was promoted to the *Sutherland*, of fifty guns, one of that more successful armament sent in the year following, against Louisburg, under the same commander; and is mentioned as having been ordered out from Halifax, previous to the sailing of the fleet, with instructions to reconnoitre Louisburg harbour. He behaved on this as well as all former occasions with the highest credit to himself, so that, although the services on which he was employed were far from the most enviable, no man acquired a fairer reputation both for gallantry and general conduct. No particular mention is made as to the manner in which he was employed during the year 1759; nor, indeed, have we been able to collect any other intelligence concerning him, except that he died at Portsmouth on the 3d of April, 1760, having continued captain of the *Sutherland* till that time.

SPRY, Sir Richard, — was, in the year 1744, commander of the *Comet* bomb-ketch. He was advanced from that vessel, on the 23d of September, 1745, to be captain of the *Chester*, of fifty guns. He continued in the same command till the year 1750, or, perhaps, a still later period; and, in 1747, was ordered to the East Indies with Mr. Boscawen, who then proceeded on the expedition against Pondicherry.

---

\* Of which circumstance we have the following particulars in an account published of the expedition.

“ On the 15th of July the following ships were sent out; the *Success*, of twenty-two guns, captain Rous; the *Elphingham*, of twenty; and the *Speedwell*, of twelve, with one of the best sailing transports. It is said their orders were to send the transport vessel as near the mouth of the harbour as possible, who might feign herself to be a prize and decoy a pilot, with whom she should immediately return to the general and admiral; or, if she should be discovered and chased, the ships of war in the offing might get between the enemy and the land, and probably make a prize in order to obtain intelligence.”

Some

Sometime after his return to England, that is to say, in the year 1754, he was appointed to the Gibraltar, of twenty guns. Before the conclusion of the year he sailed for America, with commodore Keppel; and was sent home, in the month of March following, with intelligence of the safe arrival of the convoy, and the general state of affairs in that country. He was immediately promoted to the Fougoux, of sixty-four guns, and ordered again for America with the squadron commanded by Mr. Boscawen. He remained there during the winter, being left commanding officer of a small squadron at Halifax, stationed there for the purpose of watching Louisburg, and the movements of the French in that quarter. By a prudent disposition of his force, that port was much streightened, and a number of important prizes were taken, in particular three valuable transports, with stores, provisions and ammunition, and the Arc-en-ciel, a ship of fifty guns,

He was afterwards appointed to the Orford, and in 1757 served on the same station under Mr. Holburne; as he also did in the following year with Mr. Boscawen, who was more successful than his predecessors had been, having effected the complete reduction of the important fortress of Louisburg. He continued in the Orford during the remainder of the war, but was, unhappily for him, employed on services and stations so un consequential, that very little material mention is made of him. In 1760 he commanded one of the small squadrons stationed in rotation, off the coast of France, to watch the motions of those ships which had escaped at the defeat of Conflans.

His conduct and activity on this occasion was highly noticed; and on the 16th of March, 1761, he was in consequence introduced, at St. James's, to his majesty, by whom he was most graciously received. His occupation during the years 1761 and 2 was exactly similar; it was marked also by the same attention to his duty, and distinguished by the same honourable applause from his sovereign and his countrymen. After the conclusion of the war, in 1763, he was made captain of the Fubbs yacht. In the month of June 1766, he was appointed commodore and commander-in-chief of the small squadron stationed in the Mediterranean, having his broad pendant on board the Jersey.

Jersey. He continued on that station employed in the same uninteresting manner as squadrons in that quarter generally are, till the end of the year 1769; when, having held it for the term usually allotted, he returned to England, and arrived at Portsmouth on the 8th of November, having a considerable quantity of specie on board, as remittances from the merchants in that quarter.

On the 18th of October, 1770, he was advanced to be rear-admiral of the blue; and, on the 24th of the same month, to be rear of the white. In 1772 he was appointed to command a small squadron, consisting of seven ships of the line and two frigates\*, ordered to be equipped for service in consequence of the increased armaments on the parts of France and Spain, but which, as it may be well remembered, produced no consequences in the smallest degree serious. In the ensuing year he held a command in the fleet assembled at Portsmouth, and reviewed there by his majesty in the month of June. On this occasion he, on the 24th of that month, received the honour of knighthood; and afterwards, though in common with the rest of the flag officers and captains employed on that occasion, received his majesty's most gracious thanks for his assiduity and attention. On the 31st of March, 1775, he was advanced to be rear-admiral of the red. This promotion he unhappily did not long survive, dying at his seat, in Cornwall, on the 1st of December following.

This gentleman possessed, in a very remarkable degree, a singular, though, on some occasions, rather disagreeable turn of humour, he was extremely fond of persuading those, who were credulous enough to confide in him, to the belief of stories so romantic as to excite universal laughter at the recital of them; and to increase the ridicule against those whom he so strangely imposed upon, he always, when called upon to justify his account, was accustomed to deny, not only that he never had related

---

\* The squadron under his immediate command consisted of the Ocean, Terrible, Royal Oak, Centaur, Albion, Reasonable, Worcester, Thames and Cerberus.

\* such circumstances, but that he had never even heard of them; and that the person who quoted him must be mistaken. The ridiculous temporary effect produced by this conduct, which certainly was never intended as any other than an innocent jest, though probably of rather too serious a kind, can better be conceived than described.

STANHOPE, Sir Thomas,—was a descendant from the very ancient and noble family of Stanhope, of which we have already had occasion to make some mention†. He was, on the 12th of July, 1745, promoted to be captain of the Bridgewater; some accounts state, though we believe erroneously, the Sheerness; and others, among which is that of Mr. Hardy, equally deficient in correct statement, assert the Hector. No other mention is made of him during the continuance of the war, except that, about the month of February, 1748, he was appointed to the Fougex, of sixty-four guns, a ship taken, in the month of October preceding, by the Squadron under rear-admiral Hawke. This vessel was retained in commission as a guardship after the conclusion of the war: and, in 1749, we find him one of the members composing the court-martial held at Portsmouth, on board the Invincible, for the trial of capt. Obrien Dudley, lieut. Couchman, and others. Captain Stanhope continued in the Fougex during the usually allotted period of three years; and, after he had for some time quitted that command, was appointed to the Edinburgh, of seventy guns, one of the ships put into commission at Plymouth, in February, 1755, in consequence of an apprehended rupture with France.

He afterwards accompanied Mr. Holburne to Louisburg when that officer was ordered thither, in the month of May ensuing, with a reinforcement to Mr. Boscowen;

---

\* A singular instance of this has been related to us. He persuaded a lady, who is still living, and is, according to the public opinion, very justly ranked in the first class, as a woman of high judgement, sense, and understanding, that he had seen a seaman hold the end of a large ball of packthread in one hand, and with the other throw the ball itself perpendicularly into the air with so much force, that the whole of it should unroll. The conclusion of the story was consonant to that trait in his character which we have above described.

† See vol. iii. p. 302.

and was, not long after his return, appointed to the *Swiftsure*, of seventy guns. In this ship he was employed, in the beginning of the year 1758, on the Mediterranean station, under the orders of Mr. Osborne; and was one of the commanders dispatched in pursuit of the *Foudroyant*; a particular account of which encounter has been already given in the life of captain Gardiner. The *Swiftsure* not being so fast a sailing ship as the *Monmouth*, the former was not fortunate enough to get up in time to put a speedier conclusion to the action. The *Foudroyant* being completely disabled by her first antagonist, deferred her surrender, through what the French commander called a point of honour, till the arrival of the *Swiftsure* rendered all farther resistance hopeless. Captain Stanhope remained in the *Swiftsure* during the continuance of the war, and on the same station till the month of August 1759, when he distinguished himself exceedingly, under Mr. Boscawen, in the attack and defeat of Mons. De la Clue's Squadron.

He returned to England with the admiral immediately afterwards, and arrived at Spithead on the 15th of September; soon after which he received from his majesty the honour of knighthood. Having resumed the command of his ship, he was put under the orders of sir Edward Hawke, and was again fortunate enough to acquire the highest honour, in the encounter with the French fleet under Conflans. The *Swiftsure* was among the first ships who, in spite of the hurricane which then raged, got into action with the flying enemy; and was also among those who, after its glorious conclusion, was driven to sea by the violence of the tempest. No particular mention is made of the services in which this gentleman was employed during the year 1760, otherwise than in the occasional blockade of that part of the French naval force which survived their late defeat; but in the ensuing spring he was appointed to command, with the rank of commodore, one of the divisions in the armament sent, under Mr. Keppel, on the expedition against Belleisle. When the debarkation of the troops was first and unsuccessfully attempted, sir Thomas was sent, with his division of four ships of the line and some transports, to Sauzon, for the purpose of making a feigned attack on that quarter, and thereby distracting and drawing

drawing the attention of the enemy from its real and intended point. In the second and more fortunate attempt made, on the 22d of April, sir Thomas was appointed to cover the landing with the ships under his command, and is spoken of by Mr. Keppel in the highest terms\*. He continued, after the reduction of the island, to command one of the divisions, or squadrons, stationed off the coast of France; as well for the protection of the new conquest, as for the purpose of watching and counteracting any motions that might be made by the few ships still remaining at Brest, and the ports adjacent.

Several trivial rencounters took place between the ships under his orders and some prizes, constructed by the enemy for the purpose of attacking him. In all these sir Thomas was successful, notwithstanding the many advantages possessed by the enemy, in particular that of being able, in consequence of their light draught of water, to retire among shoals, where the ships of war could not follow them: and, secondly, that from their low construction, it was a matter of uncommon difficulty to hit or cannonade them with any certain effect. Thus did he continue to be employed during the remainder of the war; before the conclusion of which he was, in 1762, appointed colonel of the Portsmouth division of marines, as successor to sir Piercy Brett, who was promoted to be a flag-officer. This appointment he held till his death, an event which took place on the 7th of March, 1770, being before he was entitled, in point of seniority, to the rank of a rear-admiral.

STRINGER, John,—is known in the service in no other respect than as having been promoted to be captain of the *Syren*, a ship of twenty-four guns, on the 16th of September, 1745; and as having been, on the 12th of January, 1747, dismissed from that ship, and from the service altogether, by the sentence of a court-martial, for behaving, as is stated, by Mr. Beatson, unlike an officer. The particular circumstances of his misbehaviour, as well as the time of his death, we have been unable to investigate.

STUART, The Honourable Archibald, — was the fourth son of Francis, eighth earl of Murray, in the

---

\* See p. 320.

kingdom of Scotland, and Jane, daughter of John, fourth lord Balmerino. Having betaken himself to the naval service, and passed through the subordinate ranks of midshipman and lieutenant, he was promoted, in 1744, to be commander of the *Scipio* fireship. He was soon advanced to that of captain; his first commission, dated February 20, 1745, appointing him to the *Squirrel*, a twenty-gun ship. In the month of September following he was one of the members of the court-martial, held on board the *London*, for the trials of captain Burish and others, charged with misbehaviour in the encounter off Toulon. We do not find him particularly mentioned as holding any command whatever after that time, and believe him to have remained nearly, if not altogether unemployed. In 1770 he retired totally from the service, as a captain, senior to several who were then created flag-officers, and consequently incapable of serving in the rank he then held. In pursuance of an act of parliament, passed in the year 1786, creating a distinct establishment for officers situated like himself, he was put on the list of retired captains, and is consequently no farther noticed. He died either in the month of February or March, 1795.

**TIDDEMAN**, Richard,—was, on the 9th of March, 1745, promoted to be captain of the *Superbe*. Early in 1747 he sailed for the East Indies as captain of the *Eltham*, a fifth rate of forty guns, one of three ships ordered thither, under the command of captain H. Powlet, afterwards duke of Bolton, to convoy the outward-bound company's ships and reinforce the squadron in those seas. He returned to England early in the year 1750, with rear-admiral Boscawen, as captain of the *Harwich*, a fourth rate of fifty guns. We do not find any farther mention whatever made of him, till after the recommencement of the war in 1756; when, in 1758, we find him captain of the *Grafton*, of sixty-eight guns, and to have been, in the month of February, ordered again to the East Indies, in company with the *Sunderland*, as a reinforcement to the squadron already employed in that quarter, under the orders of Mr. Pocock. On his arrival there he removed into the *Elizabeth*, the *Grafton* having been chosen, by rear-admiral Stevens, the second in command, for his flag ship. The different occurrences in which Mr.

Tiddeman



Tiddeman was concerned, that took place during the war, having been already related at no inconsiderable length in our account of sir George Pocock, Mr. Stevens, and Mr. Cornish\*, to which, for the sake of avoiding all needless repetition, we beg leave to refer. By the return of the former to Europe, and the death of Mr. Stevens, he became next in command to Mr. Cornish, whom, as we have already shewn, he accompanied on the very successful expedition undertaken by him, against the important Spanish settlement of Manilla†. He acquired there the highest honour, as he had uniformly done on every preceding occasion, where the smallest opportunity occurred, of displaying his natural gallantry, or exhibiting those qualities which had deservedly acquired him the general esteem of all under whom he had served. He scarcely lived to survive the success, having, as is related in the dispatches of the commander-in-chief, been overset in his barge when attempting to enter the river the morning after the surrender of the place, and drowned, together with five of his crew. This event took place on the 7th of October, 1762.

WELLER, John,—was, on the 29th of November, 1745, promoted to be captain of the Roebuck; after which time no material mention is made of him till the year 1748, when he was, in consequence of the resignation of his father, of whom we have already given a short account‡, appointed to command the Dublin yacht. After a continuance of some years in this station, we believe him, about the year 1759, to have been appointed to the Assistance, and ordered to the West Indies§, where

---

\* See vol. iv. p. 398, et seq. — Vol. v. p. 143, et seq.

† Having his broad pendant on board the Elizabeth, of sixty-four guns, he commanded a separate division, consisting of five ships of the line, which, as is related by Mr. Cornish, was considerably retarded by calms in proceeding to the appointed place of rendezvous.

‡ See vol. iv. p. 95.

§ Extract of a letter from admiral Cotes, dated Jamaica,  
Dec. 5, 1757.

“ On the 20th of November the Assistance chased a French privateer of eighteen guns and a schooner privateer, with a prize, into Tiberoon bay, on the island of Hispaniola, where the French had a battery of five guns. The vessels hauled close to the shore, under cover of the battery; but it falling calm, captain Weller was obliged to tow in with his boats. On the 21st he burnt the snow, sunk the prize, and dismounted all the guns on shore. He had two men killed in the action, and his masts and rigging much damaged.”

he appears to have had some opportunity of distinguishing himself, which he improved to his best advantage. No other mention is made of him in the service; nor do we know him to have obtained any subsequent command. In 1770 he was put on the superannuated list, with the rank and half-pay of a rear-admiral, an honourable kind of pension, which he did not long enjoy, dying at Rolvenden on the 7th of September, 1772.

## 1746.

ALLISON, Thomas,—was, on the 9th of February, 1746, appointed captain of the *Boyne*: unhappily for him, of such trivial consequence were the commands and services on which this gentleman was employed, that we do not find the smallest mention made of him, either by Campbell or any other author; and our private information is equally deficient. We know no other circumstances concerning him, except that for a considerable part of the war, which commenced in 1756, he remained unemployed. His character, however, and conduct, were perfectly unimpeachable; for though the time of his service had been so short, he was, in 1770, raised to the rank of a rear-admiral and put on the superannuated list. This honourable testimony of his worth he consequently enjoyed till the time of his death, which happened on the 22d of March, 1776.

BLOSS, Thomas,—was a gentleman still less known than the former. He was, on the 2d of January, 1746, promoted to be captain of the *Richmond*, which is the only mention made of him. The time of his death has not been clearly ascertained by us, but is supposed to have happened soon after the year 1750.

BYRON,

**BYRON**, Honourable John,—was the second son of William, fourth lord Byron\*, and Frances his third wife, second daughter of William, lord Berkeley of Stratton. He was born on the 8th of November, 1723; and having betaken himself to a naval life, was appointed a midshipman about the year 1731; he afterwards served on board the *Wager* storeship. In this vessel he sailed, in the month of September 1740, for the South Seas, with the Squadron under the orders of commodore Anson. The distresses he experienced after the loss of that ill-fated ship have been but faintly recounted in our account of captain Cheapt; but a farther and more particular relation were we to attempt entering at all into the minute or even most striking hardships, experienced by this gentleman and his distressed companions, would lead us far beyond our limits, narrowed as they are through necessity. We cannot however refrain from lamenting, that Mr. Byron should, on many occasions; have rather harshly

---

\* Collins informs us, "That this family had large possessions in the reign of William the Conqueror, is evident from Doomsday book, where it is recorded, that Gospatrick held, of Ernie de Buron, four bovates of land in Bengeley, in the county of York: and, in Borge-seire, he held in Dunthorpe four bovates of land, &c. He also had in the same shire Drantune and Grattune, with three carrucates of land in Cathal; as also Hulsingore, the Soke of Chenatesburge, Ripe-slane, and Hamptone; Hatesbi, the Soke of Burg, Argendune, and Lotes; Copegrave, Bernekeham, Wipelei Bernestei, Burle, Dacre, Littlebran, Menson Wederbi, Bergki, Distone, Holstingoure Soke, Crane, Merdelei, Cotinglai, Colingaward, Denardium, Hageneword, East Reding, Cave, Hundret, Cotewood, and Stetlingetlet. In Lincolnshire he held Medelton, Ulvesby, Brochelesbi, Haburne, Newhuse, Waragebi, Hatune, Caldecote, Pavetone, Hardie, Barworde, Ternilo, Langestone, Fulnebi, Raude, Gusebi, Burg, Chinthorpe, Colebi, Wege, Baret, Walcote, Wintertune, and Graingeham.

"The wapentake of the west riding of Lincolnshire witness, that Ernie de Buron ought to have land which Wege held in Wintringeham, viz. Six bovates and one toft in the Soke of Gilbert de Gand, and one other toft with Soke and Sake.

"Likewise in the chapter of claims, in the south riding of the said county, the wapentake say, that Ernie de Buron, of right, ought to have the soc of four bovates of land in Sagebi, about which there was a dispute between him and William de Perci.

"What relation this Ernie de Buron was to Ralph de Buron cannot certainly be made out; but the said Ralph held divers manors in Nottinghamshire and Derbyshire, and is the direct ancestor of the present lord Byron."

† See p. 78 et seq.

reflected on captain Cheap, particularly as he did not think proper to publish his account during his commander's life, when he was capable of refuting any semblance of a charge that might be objected against him.

Pursuing the generally received account, we have stated in our memoirs of captain Cheap\*, that the barge was, after the secession of Mr. Byron and Mr. Campbell, left behind for their convenience by the people, who had embarked in the long boat. The story, as related by Mr. Byron, is widely different: these gentlemen, according to his narrative, had joined the majority in their opinion of proceeding to the southward, only because they conceived that captain Cheap, and all the persons saved from the wreck, were to be carried with them; but when they found that gentleman, the surgeon, and lieutenant Hamilton of the marines, with some deserters, were intended to be left behind, he seized the favourable opportunity of returning the next day to captain Cheap, with all that had embarked in the barge, ten in number, being sent back by the people in the long boat for some canvasses which had been imprudently left behind. Captain Cheap, on this new accession of force, resolved to resume his original project of proceeding to the northward to the island of Chiloe, where it was hoped they might, by boarding and cutting her out, possess themselves of a Spanish vessel, in which they could, with the greater probability of success, attempt their return to Europe, or, what was still uppermost in captain Cheap's thoughts, proceed to the northward in quest of the commodore.

On this expedition they proceeded about the middle of December, and in about three weeks afterwards had the misfortune to lose the yawl, which was overfet and sunk. By this lamentable accident one of their companions was drowned; and they were compelled to leave four others behind, the barge being incapable of containing their whole number. This misfortune, added to the other distresses they experienced, compelled them to abandon their original design, and return, with much reluctance, to Wager Island, where they arrived in the greatest extremity of distress, after an absence of two months.

---

\* See page 81.

The detail of the subsequent miseries and adventures which Mr. Byron and his wretched companions underwent on their passage to Chiloe, in company with the Indian chief, who, as we have already related, was prevailed on to accompany them thither, would be affecting in the extreme. The characters of the relators remove every idea of their having embellished the account given by them of their distresses with any extravagant fiction, so that we can only admire the wonderful Providence which protected and preserved them through such a series of unprecedented (indeed almost incredible) distresses, and point out their preservation as an useful, an almost preternatural lesson to mankind, never to despair even in the most abject state \*.

On

---

\* The two following anecdotes are pleasantly enough related by Mr. Byron in his narrative, as having befallen them while at Chaco and Castro.

“ Some time after we had been here, a snow arrived in the harbour from Lima, which occasioned great joy amongst the inhabitants, as they had no ship the year before on account of the alarm lord Anson had given upon the coast. This was not the annual vessel, but one of those, that I mentioned before, which come unexpectedly. The captain of her was an old man, well known upon the island, who had traded here, once in two or three years, for more than thirty years past. He had a remarkable large head, and therefore was commonly known by a nick name they had given him, of “ Cabuco de Toro, or Bull’s Head.” He had not been here a week before he came to the governor, and told him, with a most melancholy countenance, that he had not slept a wink since he came into the harbour, as the governor was pleased to allow three English prisoners liberty to walk about, instead of confining them, and that he expected every moment they would board his vessel and carry her away: this he said when he had above thirty hands aboard. The governor assured him he would be answerable for us, and that he might sleep in quiet; though at the same time he could not help laughing at the man, as all the people in the town did. These assurances did not satisfy the captain; he used the utmost dispatch in disposing of his cargo, and to put to sea again, not thinking himself safe till he had lost sight of the island.”

“ Amongst the houses we visited at Castro there was one belonging to an old priest, who was esteemed one of the richest persons upon the island. He had a niece, of whom he was extremely fond, and who was to inherit all he possessed. He had taken a great deal of pains with her education: and she was reckoned one of the most accomplished young ladies of Chiloe. Her person was good, though she could not be called a regular beauty. This young lady did me  
the

On the arrival of their reduced party at Valparaiso, which they did not reach till the month of January 1742, they were, through the miserable timidity of, added to the inordinate desire of displaying his power, possessed by the Spanish governor, confined in the common dungeon of the fort, from which captain Cheap and lieutenant Hamilton were taken and sent up to St. Jago, as their commissions, which they had fortunately preserved, proved them to be officers. Mr. Byron, and his companion Campbell, were left behind in prison; but not long afterwards, in consequence of the representation of captain Cheap, were also sent for to St. Jago, which is the capital of the province. Mr. Byron relates with some pleasantry, a piece of serious advice given him by the muleteer, with whom he travelled to St. Jago, not to think of remaining in that city where there was nothing but extravagance, vice and folly. Instead of this he proposed to Mr. Byron, that he should proceed on with him as a mule-driver, a business which, he complimented him so far as to say, he would soon be very expert, and happy in, for that those following his business led a very innocent pleasant life, far preferable to any enjoyment such a place as St. Jago could afford. Mr. Byron thanked him, assured him he was much obliged to him, but that he would try the city first, and if he did not like it he would accept his offer.

At St. Jago they continued two years treated with the utmost hospitality and tenderness. One anecdote, related

---

the honour to take more notice of me than I deserved, she proposed to her uncle to convert me, and afterwards begged his consent to marry me. As the old man doated upon her he readily agreed to it; and accordingly, on the next visit I made him, acquainted me with the young lady's proposal, and his approbation of it; taking me at the same time into a room, where there were several chests and boxes, which he unlocked, first shewing me what a number of, fine cloaths his niece had, and then his own wardrobe, which he said should be mine at his death. Amongst other things he produced a piece of linen, which he said should immediately be made up into shirts for me. I own this last article was a great temptation to me; however I had resolution to withstand it, and made the best excuses I could for not accepting of the honour they intended for me, for by this time I could speak Spanish well enough to make myself understood."

by

by Mr. Byron himself, is too honourable to the general character of the Spanish nation to be suppressed.

“ Two or three days after our arrival, the president sent Mr. Campbell and me an invitation to dine with him, where we were to meet admiral Pizarro and all his officers. This was a cruel stroke upon us, as we had not any cloaths fit to appear in, and dared not refuse the invitation. The next day a Spanish officer, belonging to admiral Pizarro's Squadron\*, whose name was don Manuel de Guiror, came and made us an offer of two thousand dollars. This generous Spaniard made the offer without any view of ever being repaid, but purely out of a compassionate motive of relieving us in our present distress. We returned him all the acknowledgments his uncommon generous behaviour merited, and accepted of six hundred dollars only, upon his receiving our draught for that sum upon the English consul at Lisbon. We now got ourselves decently cloathed after the Spanish fashion; and, as we were upon our parole, went out where we pleased to divert ourselves.”

After having continued thus comfortably situated for two years, a French ship, bound from Lima to Spain, put into Valparaiso, in consequence of which they were sent thither, and embarked for Europe about the end of December 1744. This vessel was called the *Lys*, and belonged to St. Maloes. There were, exclusive of Mr. Byron and his fellow-sufferers, several passengers of consequence on board; among whom was the well-known ingenious don Juan D'Ulloa, who had been in Peru many years, employed in making astronomical and other useful observations. The *Lys* was bound in the first instance to the Bay of Conception, where she was to be joined by three other French ships, belonging, as well as herself, to France. But though Talcahuana, the place of their destination, was only sixty leagues distant from Valparaiso, owing to the lee current and southerly wind, they did not arrive there till the 6th of January. They sailed from thence in three weeks afterwards, in company with the *Louis Érasme*, the *marquis D'Antin*, and the *Deliverance*, all which were taken by the English; two by a squadron of

---

\* He was the first lieutenant of admiral Pizarro's ship.

private ships of war, called the Royal Family Privateers; and the third by commodore Warren, off Louisburg. In eight or nine days after they sailed the *Lys* sprung a leak, and was compelled to put back to Valparaiso; a circumstance, which, in all probability, preserved her from sharing the same fate.

The injury was however repaired, and they again put to sea on the 1st of March, 1745. After a tedious, and in some respects disagreeable passage round Cape Horn, and along the coast of America, which was, however, happily unaccompanied by any misfortune, they were compelled to bear away for the West Indies, their stock of water not being considered sufficient to last them to Europe. They arrived at Cape François, on the 8th of July, having, in the first instance, narrowly escaped destruction, being hurried through the Granadillos, in the night, without the knowledge of any person on board; and being afterwards almost as singularly, according to Mr. Byron's account, preserved from being captured by two English ships of war, who gave up the chase in the night.

Mr. Byron takes occasion, and with much reason, to animadvert on the neglect and incivility with which captain Cheap, Mr. Hamilton, and himself were treated, as well by the French governor as by Mr. L'Etendiere\*, who commanded the squadron which convoyed them to Europe. Their distresses were now, however, nearly drawn to a period, for on the 29th of October they made Cape Ortugal, and on the 31st came to an anchor in Brest road. After their arrival at that port they were all confined on board the ship, and treated with much asperity, not the smallest civility or attention being paid them by way of alleviating their situation. Our travellers were not, however, long in this disagreeable state, for about eight days afterwards they were conveyed to a town called Lander-naw, situated about four leagues up the river. Here they continued on their parole for three months, at the end of which time an order came from the court of Spain, permitting them to return to England by the first ship that offered. They accordingly repaired to Morlaix, having

---

\* The same man who was afterwards defeated by rear-admiral Hawke.



received intelligence that a Dutch vessel lay there, on board which it was probable they might procure a passage. After a detention of six weeks, in consequence of the vessel not being ready, they at last embarked, having stipulated for a certain price, which was paid beforehand, to be landed at Dover: but, as if Providence had ordained that this wretched and persecuted triumvirate should be attended by vexation to the latest moment, they were in the most tyrannical and arbitrary manner prevented from sailing for three days by a French privateer, who threatened to sink them if they attempted it, before he himself was ready for sea.

When they at last got out, their passage was long, tedious, and uncomfortable. The master of the vessel betrayed, as we observed in our account of captain Cheap, a strong inclination to reland them in France, in breach of his positive agreement. But the Squirrel, an English ship of war coming up with the Dutchman, took out Mr. Byron, with his companions, and landed them the same afternoon at Dover. Mr. Byron concludes his narrative with the following whimsical anecdote, descriptive of his arrival in London.

“ Captain Cheap was so tired by the time he reached Canterbury, that he could proceed no farther that night. The next morning he still found himself so much fatigued that he could ride no longer, therefore it was agreed that he and Mr. Hamilton should take a post chaise, and that I should ride. But here an unlucky difficulty was started, for upon sharing the little money we had, it was found to be not sufficient to pay the charges to London; and my proportion fell so short, that it was, by calculation, barely enough to pay for horses, without a farthing for eating a bit upon the road, or even for the very turnpikes. Those I was obliged to defraud by riding as hard as I could through them all, not paying the least regard to the men who called out to stop me. The want of refreshment I bore as well as I could. When I got to the Borough I took a coach and drove to Marlborough-street, where my friends had lived when I left England; but when I came there I found the house shut up. Having been absent so many years, and in all that time never having heard a word from home, I knew not who was dead or who was living,  
where

where to go next, or even how to pay the coachman. I recollected a linen draper's shop, not far from thence, which our family had used, I therefore drove there, and, making myself known, they paid the coachman. I then enquired after our family, and was told my sister, having married lord Carlisle, was at that time in Soho-square. I immediately walked to the house and knocked at the door; but the porter not liking my figure, which was half French, half Spanish, with the addition of a large pair of boots, covered with dirt, he was going to shut the door in my face; but I prevailed with him at last to let me come in."

Immediately on his arrival, after undergoing this series of difficulties, five years in continuance, he was promoted to be commander of a sloop of war; and from thence advanced, on the 30th of December following (1746) to be captain of the Syren frigate. After this no mention is made of him during the war: not long after its conclusion he was appointed to the St. Alban's, and ordered for the coast of Guinea with commodore Buckle. A trivial altercation took place there with a French squadron, as we have already related in our account of the gentleman last-mentioned, and which we believe to have been the only material circumstance which occurred during the voyage. On his return to England, that is to say, in the month of January, 1753, he was appointed to the Augusta, of sixty guns, then ordered to be equipped for a guardship at Plymouth. From this ship he was, before the expiration of the time usually allotted to such commands, promoted to the Vanguard, of seventy guns, a ship ordered to be fitted for sea at Plymouth, in the beginning of the year 1755, a rupture being then daily apprehended with France. He did not long continue in this command, nor while he did retain it was he ordered on any service memorable enough to merit a particular account of. In 1757 he was captain of the America, a sixty-gun ship, one of the armament employed on the successful expedition against Rochfort, under sir Edward Hawke. At the close of this year he was sent out senior officer of a very small squadron, consisting of his own ship (the America), with the Brilliant and Coventry frigates, ordered to cruise off the coast of France. While absent on this service he fell in with a very valuable ship,  
laden

laden with furs from Quebec, called the *Diamond*, which endeavouring to get away, and firing her stern chace in the hope of facilitating her escape, her afterpart blew up, and the vessel itself also, after burning with great fury for half an hour. Twenty-four only of her crew, out of seventy, were saved, and many of these so miserably scorched that they died soon afterwards. The frigates had greater success, the *Coventry* having captured, after a short action, the *Dragon*, a large privateer belonging to Bayonne, a new ship, on her first cruise, carrying twenty-four nine-pounders, and two hundred and eighty-four men. The *Brilliant* about the same time sunk, by the discharge of her first broadside, the *Intrepide*, a French privateer belonging to the same port as the former, carrying fourteen guns and one hundred and thirty men, ten of whom were killed, but the whole of the remainder taken up by the *Brilliant's* boats.

No other material mention is made of Mr. Byron till the early part of the year 1760, when he commanded the *Fame*, of seventy-four guns, and was ordered to Louisburg with some transports, having on board a proper number of artificers and engineers, who were sent thither for the purpose of demolishing the fortifications of that once important place. While absent there he had, in the month of July, the good fortune to effect a very meritorious piece of service. Having received information from the governor of Louisburg, that some French ships of war, with storeships, were in Chaleur bay, he proceeded thither in quest of them, with his own ship, the *Repulse* and *Scarborough*. He succeeded in destroying the whole, consisting of three frigates, the *Marchault*, of 32 guns; the *Bienfaisant*, of twenty-two; and the *Marquis Marlofe*, of eighteen, with twenty schooners, sloops, and small privateers, having on board some troops, with a considerable quantity of provisions and stores. This convoy had been dispatched from France for the relief of the garrison of Montreal; but finding the British Squadron, under lord Colville, had reached the river St. Laurence before them, they put into the bay of Chaleur, hoping that, by landing the troops, the provisions and stores, they might still be conveyed to the place of their destination by land. In this the enemy found themselves fatally disappointed.

Captain Byron returned from Louisburg, and arrived in safety at Plymouth, towards the end of November. We believe him, though no farther particular mention is made of him, to have continued in the Fame nearly, if not entirely, till the end of the war. Soon after peace had taken place it was resolved to send out a small force on a voyage of discovery; and Mr. Byron, in consequence of his universally acknowledged judgement and skill in the art of navigation, was pitched upon to command it. He was accordingly appointed to the Dolphin, a sixth rate of twenty guns, which was purposely fitted in the most complete manner, and sheathed with copper, which was at that time an invention almost new, and, indeed, never before this occasion used in so great an extent; the rudder pins and other fastnings being all made of the same metal. Orders were not issued to equip this ship till the 18th of April; but such expedition was used, that she went out of dock on the 14th of May, and having completed the rigging, taken on board her guns, provisions, stores, and all necessaries requisite for so long a voyage, was ready to sail for the Downs on the 14th of the following month. On her passage thither the ship got aground on the sand, but happily floated on the rising tide without having sustained the smallest injury. Captain Byron repaired on board on the 17th; and after having put into Plymouth for a few days, in order to fully ascertain whether any injury had been sustained by the Dolphin in consequence of the accident just mentioned, took his final departure in the beginning of July, having in company the Tamar sloop of war, commanded by captain Patrick Mouatt. Immediately on quitting port, Mr. Byron, in pursuance of his instructions, hoisted a broad pendant, being appointed commander-in-chief of all his majesty's ships and vessels in the East Indies. He got into the bay of Fonchiale on the 14th of July, and having recruited his water as well as taken on board some necessaries, departed on the 20th. On the 30th he reached the island of St. Jago; from whence he proceeded, after a very short stay, for the coast of Brazil, off which he arrived, having had a prosperous passage, on the 11th of September, and in three days afterwards anchored abreast of the town of Rio de Janeiro.

The

The commodore quitted that place on the 20th of October; but, instead of steering towards the Cape of Good Hope, whither, as both his own officers and people, together with those on board the *Tamar*, imagined he was bound, he kept far to the southward, till, having arrived in the latitude where he was ordered to make his instructions known, he made a signal for the captain of the *Tamar* to repair on board the *Dolphin*. He then publicly communicated to him, and his own company, that they were bound on a voyage of discovery, during which they were to receive double pay for their better encouragement. On the 27th of November, after having encountered many severe gales of wind, they made Cape Blanco, on the coast of Patagonia, and in a day or two afterwards Penguin island, situated three or four leagues only from Port Desire, where the commodore intended to put in. On the 1st of December they entered that harbour, and narrowly escaped destruction almost immediately afterwards. The weather being extremely temperate, the boats were all of them hoisted out, and attended the ship up the harbour; but a very violent and sudden storm of wind arising from the N. N. E. directly ahead of their course, all possible expedition was used to furl the sails; both anchors were let go, but before the ship could bring up she took the ground. A cold tempestuous night succeeded; the boats were unable to get on board again, and, in the apprehension of their companions, were driven to sea. These gloomy thoughts were happily, however, of short duration, the barge providentially reached the ship, and by her assistance, a stern anchor was carried out just before the tide turned. The ship floated and soon warped into the middle of the harbour, where it was moored with both bows; and the gale still continuing, the yards as well as top-masts were struck down.

As for the boats, the cutter and yawl were forced on shore, where the people suffered extremely from the inclemency of the weather, but returned in safety, as did the long boat, though driven two leagues to sea with only two men in it. They sailed from Port Desire on the 14th, sooner perhaps than they otherwise would have done, owing to the water found there being all so strongly tinged with mineral as to be unserviceable. On the 22<sup>d</sup>

they came to an anchor off the coast of Patagonia, where a very friendly intercourse took place between the English and the gigantic inhabitants. After a continuance of a few hours only on this dreary coast, the commodore again departed. On the 29th he anchored in Port Famine; from whence having sailed on the 4th of January, on the 13th he made port Egmont, the possession of which, in a few years afterwards, had well nigh caused a rupture with the court of Spain. This harbour was taken formal possession of, by the commodore, on the 23d of January, with all the ceremony usual on such occasions; and the ships departed on the 27th. The commodore returned back to Port Desire for the purpose of meeting the Florida storeship, which he expected from England with a quantity of fresh cured provisions, in order to enable him to prosecute his discoveries, according to the plan laid down for him in England. This junction was effected, at the port just mentioned, on the 5th of February; and the rapidity with which the tide ran in that harbour rendering the necessary communication with the storeship not only difficult but nearly impracticable, the ships all sailed together, on the 8th, for Port Famine, where the Dolphin, and the Tamar, having taken on board as much provisions and stores, of different kinds, as they could stow, they parted company with the Florida on the 26th, in prosecution of their own voyage, leaving the storeship to return to England.

The commodore bent his course through the straits of Magellan, which intricate and dangerous passage he was six weeks and five days in making, though the distance was no more than one hundred and sixteen leagues. Contrary winds, repeated storms, and a variety of dangerous causes, united to oppose his progress: but at length all these difficulties appeared to be overcome by the entrance of the ships into the Pacific Ocean on the 9th of April. On the 26th they made the island of Maza Fuero, where, on account of its privacy, which accorded with his instructions and the nature of the expedition on which he was sent, the commodore thought it more prudent to put in, than at Juan Fernandez, from whence the Spaniards might have been able to discover, and consequently, perhaps, frustrate the object of the voyage. Two days after his arrival, Mr. Byron, having been duly authorised by his

his instructions, appointed captain Mouat to command the *Dolphin* under him, with the rank of post captain, and promoted his own first lieutenant to be commander of the *Tamar*. The ships having completed their water, sailed from Mafu Fuego on the 1st of May, steering to the westward.

After a passage of thirty-six days, the *Tamar*, on the 6th of June, made a signal, at one in the morning, of seeing land, which, on the approach of day, proved two small islands, affording no proper place of anchorage. On this account, added to his being unable to procure any vegetables or other relief for the use of the sick, the commodore named them the Islands of Disappointment. On the eleventh of the same month the *Tamar* again discovered land. Here, after a trifling skirmish with the inhabitants, several of whom were unfortunately killed or wounded, a large number of cocoa nuts, and a considerable quantity of scurvy-grass, was collected for the use of the sick: but no proper place of anchorage being found for the ships, they departed, compelled to be content with this temporary refreshment. At the island next discovered, a circumstance which took place very soon after having quitted the island last-mentioned, a very friendly, though short intercourse was established with the natives, who behaved in the most hospitable and inoffensive manner. This island was named, by the commodore, King George's Island, as was a second Prince of Wales's Island. On the 21st of June land was again discovered, but, being surrounded with shoals and breakers, was named the Island of Danger: two others were afterwards seen, the first of which was named the Duke of York's Island, and the second Byron's Island. The commodore had now skirted that cluster of small islands, which has been since so frequently visited as to be completely explored by subsequent navigators, and now universally known by the name of the Society Islands. The commodore, by keeping to the northward after he left the Prince of Wales's Island, missed the opportunity of effecting those discoveries which have since made so conspicuous a figure in the annals of navigation. On the 8th of July, three days only after he quitted the island which bears his name, he fell in with

the *Ladrones*, and came to an anchor the next morning in the road of Tinian, having effected his passage, from the straits of Magellan, in four months and twenty days, without having buried one of the crew in the whole of that long run.

The *Dolphin* and *Tamar* continued at this island, which is represented by Mr. Byron, in conformity with the account given in Mr. Anson's voyage, to have been a terrestrial paradise, nearly three months, principally to effect the recovery of those who were tainted with the scurvy, and of whom one person only, belonging to each ship, are said to have died. The object of the expedition, which was merely to ascertain whether there were not several islands lying in the track crossing the Pacific Ocean, between the Southern Tropic and the Equator, being now completed, the commodore sailed from Tinian on the 2d of October, intending to proceed to Batavia on his way to England. On the 22d of the same month he passed the *Balhee* Islands; on the 16th of November he entered the Straights of Banca; and on the 27-8th of the same month came to an anchor in the road of Batavia. Here it became necessary to caulk the *Dolphin*; which service being completed, as well as a sufficient quantity of wood, water, and provisions taken on board, the two ships sailed on the 9th of December, and, after a passage undiversified by any pleasant or unpleasant occurrence of moment, came to an anchor in Table Bay on the 14th of February. The ships sailed from hence on the 2d of March, and, after a short and prosperous passage, anchored in the Downs on the 9th of May, 1766. The *Dolphin* being immediately paid off, Mr. Byron held no command after this time till the year 1769, when he was, on the 3d of June, appointed governor of Newfoundland: he sailed thither two days afterwards. He held this appointment during the length of time usually allotted to it, returning to Europe at the accustomed periods. During the latter part of the time he had his broad pendant on board the *Panther*, of sixty guns, but in what ship, in the earlier part of his command, we are ignorant.

In 1773 he derived a considerable addition to his private fortune, from a bequest of landed property, in the counties of York and Hants, worth 20,000*l.* made him



by the lord Berkley, of Stratton, who also left 5000*l.* to his daughters, and 2000*l.* to each son. After the expiration of the time of his appointment at Newfoundland he had no appointment, while he continued a private captain. On March 31, 1775, he was advanced to be rear-admiral of the blue; as he moreover was, on the 28th of April, 1777, to be rear-admiral of the white; on the 23d of January, 1778, to be rear-admiral of the red; and, in two days afterwards, to be vice-admiral of the blue. The hostile intentions of France becoming at this time extremely apparent, and it being discovered by administration that a strong squadron of twelve ships of the line, commanded by the well-known count d'Estaign, was actually equipped and under orders to sail, as it was supposed, to America, Mr. Byron was chosen to command a squadron of nearly the same force, which was ordered thither for the purpose of counteracting their interference. Mr. Byron sailed on the 9th of June, and the squadron being attacked by a violent gale of wind, on the 3d of July, was almost completely dispersed. Mr. Byron, who had his flag on board the Princess Royal, of ninety guns, arrived alone off Sandy Hook on the 18th of August, and found M. d'Estaign at anchor there before him\*, in such a station as to prevent all possibility of his getting either into New York or Rhode Island: he consequently bore away for Halifax, which he reached in safety on the 26th.

Having repaired the trivial injuries the ship received on its passage, he sailed from Halifax to New York, in order to join lord Howe, with all the force he had been able to collect. This consisted of no more than his own ship, the Culloden, of seventy-four guns; the Diamond frigate, with the Dispatch and Hope sloops of war. But the enemy, after a trivial skirmish with some of the English ships, put into Boston, in New England, as well for the purpose of repairing the damages they had sustained on that occasion, as to prepare, in other respects, for a voyage to the West Indies, whither they were bound. Mr. Byron having collected his whole force, followed thither in pur-

---

\* Two line of battle-ships from the enemy's squadron chased Mr. Byron for a short time, but ineffectually.

suit, and arrived in time, at the beginning of the year 1779, to prevent any farther attack from being made on Mr. Barrington, who had with a force, comparatively speaking, contemptible, not only withstood the utmost efforts of the French admiral, but had made himself master of the island of St. Lucia even in his sight. Some succeeding months were spent in watching each other, during which time both sides received reinforcements; but the enemy still retained a manifest superiority, both in numbers and the size of their ships. Such was the situation of affairs, when, in the beginning of July, the vice-admiral having received intelligence that the French fleet, in very great force, had been discovered from St. Vincent's, immediately put to sea in pursuit of them; when on his passage to Grenada, he received advice that the island was attacked by a force not exceeding nineteen ships of the line. He hastened thither with all possible speed, and arrived off St. George's bay, where the enemy lay at anchor, soon after day-light. On the 6th of July, immediate measures were taken to bring them to a close and decisive action: but the enemy's fleet, when completely formed, was found to consist of twenty-seven ships of the line, instead of nineteen, which had been before stated as their highest force. Notwithstanding this great superiority, the whole of Mr. Byron's force amounting to twenty-one sail only, seven or eight of which were of sixty-four guns, while very few in M. D'Estaing's fleet carried less than seventy-four, the latter most industriously avoided a close action, a point he was enabled, from the great superiority his ships possessed in point of sailing, to carry into effect. The encounter \* of course produced nothing decisive: encumbered as Mr. Byron was with a numerous fleet of transports, he was unable to effect any thing farther, and Grenada of course fell into their hands. Mr. Byron himself, in his dispatches, makes the following remark on the enemy's conduct.

“ Although it was evident, throughout the whole day, that they resolved to avoid a close engagement, I could

---

\* One hundred and eighty-three men were killed, and three hundred and forty-six were wounded.

not allow myself to think, that, with a force so greatly superior, the French admiral would allow us to carry off the transports unmolested."

Mr. Byron soon after this event returned to England in a frigate, leaving the command with rear-admiral Parker, and never accepted of any subsequent command. On the 19th of March, 1779, while absent in the West Indies, he was advanced to be vice-admiral of the white, which was the highest rank he lived to attain.

He died on the 10th of April, 1786, with the universal and justly acquired reputation of a brave and excellent officer, but, of a man, extremely unfortunate. He married, in August 1748, Sophia, daughter of John Trevanion, esq. of Carhays, in the county of Cornwall, who died in May 1786. By her he had issue two sons; John, born Feb. 7, 1756; and George Anson, afterwards a captain in the navy, born Nov. 30, 1758, died June 10, 1793: as also seven daughters, three of whom died infants. Of the remaining four, Frances was married to Charles Leigh, esq. lieutenant-colonel of the third regiment of foot guards; Juliana-Elizabeth, to her cousin William, son of the present lord Byron; secondly, Sept. 23, 1783, to sir Robert Wilmot, bart. of Derbyshire, and died March 15, 1788. Sophia-Maria, and Charlotte-Augusta.

COKBURNE, John,—was, on the 19th of July, 1746, promoted to be captain of the *Princessa*, on board which ship Mr. Lestock hoisted his flag as commander-in-chief of the expedition fitted out against the coast of Brittany, and in our account of whom, the events of that unsuccessful attempt have been already given. In the following year he removed into the *Crown*, a ship of forty-four guns, which is the only subsequent mention we find made of him, except that he died in England on the 8th of May, 1753.

CRAVEN, Thomas, — was the fourth son of John Craven, esq. and Maria Rebecca his wife, daughter of Henry Green, of Wykin, in the county and city of Coventry, Warwickshire, esq. In the beginning of the year 1746, he commanded the *Weazle* sloop, one of the vessels then employed to watch and reconnoitre the coast of France, a service in which he displayed great activity.

activity. He was, on the 8th of February, 1746, promoted to be captain of the Rye frigate, which is the only notice taken of him during the then current war; and, indeed, after its conclusion, till a recommencement of hostilities was daily expected. He was, about the month of July 1755, appointed captain of the Princess Mary, which is the only notice we find again taken of him during the continuance of the war, which broke out presently afterwards. During the latter part of the war, indeed, we know him to have been unemployed. He was chosen, by a very great majority, one of the representatives in parliament for the county of Berks, at the general election in 1768: and, on the 18th of October, 1770, was advanced to be rear-admiral of the blue. We have not, after the closest investigation, been able to collect any particulars, except those above given, relative to this gentleman. We find him however unnoticed, as he may appear to have been, from the concurrent testimony of all who had the pleasure of knowing him, to have been a person possessing the highest character, whether considered merely as a private gentleman or as an officer. He died on the 14th of December, 1772, being then representative for Berkshire, but having experienced no advancement, as a flag officer, from his original rank.

DENT, Cotton.—We find this gentleman, in 1744, to have been commander of a sloop of war on the Jamaica station; from whence he was dispatched to England, towards the close of the year, with an account of a very violent hurricane, which had done considerable damage in that quarter. The advice or packet boat, in which he embarked, was a small vessel, having on board a valuable cargo of gold dust, elephant's teeth, rhubarb, and other commodities to a considerable amount. It was unfortunately captured, about two hundred leagues west of the Lizard, by a large French privateer, the crew of which used the passengers extremely ill, plundering them without mercy, and stripping them even to their shirts. We do not know whether he was appointed to any other sloop of war after his return to England, but on the 23d of January, 1745, we find him promoted to be captain of the Kennington, a twenty-gun ship. No other mention is made of him during the war; soon after the close of which,

which, that is to say, in the month of May 1750, he commanded the *Culloden*, of seventy guns, a guardship stationed at Chatham. In 1753 he retired altogether from the service, being appointed one of the captains in Greenwich-hospital. This station he held till the time of his death, which happened on the 28th of January, 1761.

DOUGLASS, John.—We labour under a considerable degree of difficulty with respect to this gentleman, being scarcely able, for reasons already given in numberless preceding instances, to distinguish between him and admiral sir James Douglass, whom we have already given some account of\*. We find a captain Douglass, in the early part of the year 1745, acting captain of the *Mermaid*, a twenty-gun ship, and believe it to have been this gentleman, and not his predecessor†. However that fact may be, we have no farther information concerning him during the war. The succeeding peace, throughout the whole of its period, furnishes us with nothing more interesting. On the approaching recommencement of hostilities, in 1755, he was appointed to command the *Fougeux*, of sixty-four guns, one of the squadron sent in that year to North America, under Mr. Boscawen. In 1761 he appears to have been captain of the *Unicorn*, a twenty-gun ship; but is in no other way noticed, while he held this station, than as having, in the beginning of the month of March, captured, in company with the *Tweed* frigate, a small privateer belonging to Brest, called the *Marshall Broglie*, carrying eight guns and eighty men.

\* See page 290 et seq.

† The following official account is given, of a very spirited and fortunate transaction, in the *Gazette*, No. 8447.

“ Admiralty-office, July the 8th, 1745.

“ Captain Douglass, commander of his majesty's ship the *Greyhound*, of twenty guns, on his passage from Cork to Lisbon, on the 15th of April last, at sun-rising, saw two sail in the latitude of 45. 58. N. to which he gave chase, and about nine got up with the sternmost; after exchanging a few shot, she struck. He then made sail after the other, and came up with her at two, when she struck without firing a gun. One proved to be the *Benjamin*, captain Daniel Suire, a ship of twenty guns and fifty-seven men; the other the *Neptune*, captain Larroque Furgeau, a ship of eighteen guns and forty-seven men, both from St. Domingo, but last from Havannah. Their lading is indigo, sugar, and about fifteen hundred dollars.”

After

After this time we have no account of him during the latter part of the war: we know him to have been unemployed, and have no reason to believe him to have received any commission subsequent to the cessation of hostilities. He was not, when in point of seniority he became entitled to such an advancement, promoted to be a flag-officer even on the superannuated list, but remained on that of captains as retired from service. The time of his death is not precisely known, but is supposed to have happened in the year 1787.

DUDLEY, Obrien,—was, on August 11, 1746, advanced from the rank of commander of a sloop of war to be captain of the *Rose* frigate. He was, not long afterwards, promoted to the *Chesterfield* and ordered to the coast of Guinea. In the month of October 1748, the ship being then off Cape Coast Castle, and the captain, with some of the other officers on shore, Couchman the first lieutenant, together with the lieutenant of marines, the carpenter, and the greater part of the crew then remaining on board, forcibly possessed themselves of the ship, with an intention of turning pirates. Their infamous scheme was, however, frustrated by the intrepidity and excellent conduct of Mr. Gastril the boatswain, assisted by such of the inferior officers and crew as had not joined the mutineers, who retook the ship after it had been in possession of the infatuated insurgents about thirty hours\*. Captain  
Dudley

---

\* The following narrative of this transaction will probably not be thought uninteresting.

“ On the 15th of October, 1748, captain Dudley, who was then on shore at Cape Coast Castle, sent off his barge to Mr. Couchman, ordering him to send the cutter on shore, with the boatswain of the ship, to see the tents struck on shore, and to bring every thing belonging to the ship on board that night: but Couchman directly ordered the barge to be hoisted in, and the boatswain to turn all the hands to the quarter deck, where Mr. Couchman, coming from his cabin with a drawn sword, said, “ Here I am, G-d d-mn me, I will stand by you while I have a drop of blood in my body.” He was accompanied by John Morgan, the lieutenant of marines; Thomas Knight, the carpenter; his mate John Place a principal actor; and about thirty seamen with cutlasses. They then gave three huzzas, and threw their hats over board, d-mning old hats, they would soon get new. Couchman then sent for the boatswain, to know if he would stand by him,

Dudley was, in consequence of the foregoing transaction, tried before a court-martial, of which sir Edward Hawke was

---

him, and go with him. He replied "No;" and said, "For God's sake, sir, be ruled by reason, and consider what you are about." Couchman then threatened to put him in irons, if he did not join with him; but the boatswain boldly told him he never would, in such piratical designs. He was then ordered into custody, and two sentinels put over him. Couchman soon after sent for Gilham, the mate of the ship, and made the same speech to him; who desired to know where he was bound, and upon what account? He replied, "To take, burn, and sink, and settle a colony in the East Indies." There were five or six more put into custody with the boatswain in the same place, but they were confined only five or six hours, for in the middle of the night after their confinement, Couchman sent for them, into the great cabin, and desired them to sit and drink punch, after which he dismissed them. The next day the boatswain was invited to dinner by the new commander, who began to rail against captain Dudley, and asked him, and one of the mates, what they thought of the affair? The boatswain replied, "He thought it rank piracy." On which Couchman said, "What I have done I cannot now go from; I was forced to it by the ship's company." The boatswain then told him, "That would be no sanction for his running away with the king's ship." The carpenter and lieutenant then proposed their signing a paper, to which the boatswain replied, "He never would, and would sooner suffer death." The mate said the same. When the boatswain came out of the great cabin he went to the gunner's cabin, who was then sick and unable to come out of it, but was of great use by his prudent advice and assistance; for, after the boatswain had told him that Couchman's party had taken possession of all the arms, he said, he could furnish him with twenty pistols. By this time Mr. Frazer and Mr. Gilham, mates of the ship; the gunner's mate and yeoman, with the cockswain of the barge, were come to them, and the boatswain communicated his design of recovering the ship that very night. To this they all agreed with the greatest resolution. It began then to be very dark, being ten P. M. when the boatswain went to sound the ship's company. On the forecastle there were about thirty men: he then in a plain, but prudent manner disclosed the secret, and soon convinced them, both of the facility and necessity of putting his scheme immediately in practice. Accordingly, the first step was to get up all the irons, or bilboes, on the forecastle: he then sent for the twenty pistols, which were all loaded. He next stationed three men upon the grand magazine, and two to that abaft; the remainder, who had no pistols, were to stay by the bilboes and secure as many prisoners as he should send. This disposition being made, he went directly down on the deck, where he divided his small company into two parties; and one going down the main, the other the fore hatchway, they soon secured eleven or twelve of the ringleaders, and sent them up to the forecastle without the least noise. The two parties then joined, and

went

was president, held on board the *Invincible* on the 26th of June, 1749. His case being very plain he was honourably acquitted after a very short enquiry, but we do not believe him ever to have held any subsequent command. He died in England on the 26th of August, 1759.

DUFF, Robert, — was, in the early part of the year 1746, commander of the *Terror* bomb-ketch on the coast of Scotland, where he was extremely active, as appears, among many other proofs, by the following extract of a letter from him, dated off Cpll, one of the Western Islands, May the 19th.

“ The day after our engagement with the two French men of war, off Loch Nouay, the *Raven* sloop joined us; and having in the best manner we could, repaired the damage done us in our masts and rigging, upon the 6th, at four in the morning, we sailed from Arras. About noon we were in Loch Nouay, but not finding the French ships there, we proceeded to Cannay to endeavour to get intelligence of them. At Cannay we were informed they passed by that island upon the fourth, in the afternoon. We steered onward and searched the harbours on that coast; but not finding them there, went out to Stornway. Upon the 13th instant, near Cape Wriath, we were joined by the *Scarborough* and *Glasgow* men of war, each of twenty guns; with the *Tryal* and *Happy Jennet* sloops. Having intelligence of a French sloop of eight guns being upon that coast, I was ordered to search the Loch on the Main, from Loch Brim to Arduamurchan, which I have accordingly done; but can get no other account of her, than that such a vessel was seen off the mouth of the Loch Brim on the 9th. Upon the 17th instant I joined the *Furnace* off Glenaley; yesterday we went into Loch Nouay, and sent a party of men on shore to search for arms and ammunition landed from the French men of war. We found twenty barrels of powder and about eighty muskets, which we brought off.”

He was, on the 23d of October, 1746, promoted to the rank of post captain, and appointed to the *Anglesea*. Pre-

---

went directly to the great cabin, where they secured Couchman, the lieutenant of marines, and the carpenter, whom they immediately confined in different parts of the ship.”



vious to that time we have no information concerning him. He retained the same command during the ensuing year, and not improbably as long as the war continued, employed, at least during a part of it, as a cruiser on the Irish station, where he appears to have unfortunately experienced but little success; the only capture we find particularly mentioned, as made by him, being the *Extravagant*, a small privateer belonging to St. Sebastians, carrying twelve guns and one hundred and twenty men.

During the greater part of the ensuing peace he is not known to have held any commission, his next subsequent command being that of the *Rocheſter*, a fifty-gun ship, to which he was appointed in 1755, when the British government first became apprehensive of an approaching rupture with France. He retained it till the year 1760. During the year 1756 he was principally employed in cruising off the coast of France, a service in which he appears to have had good success, particularly in the capture of neutral ships, which, under the supposed protection of their flag, carried on a trade extremely lucrative to themselves, and injurious to Britain, by supplying the enemy with naval stores and ammunition. Five large Dutch ships, laden with commodities of this kind, were captured by the *Rocheſter* and *Ambuſcade* about the end of August. He was employed in a similar manner during the succeeding year; and in the month of April captured, in company with captain Geary, of the *Somerſet*, two large prizes, of the utmost consequence to the enemy, bound from Bourdeaux to Quebec, the particulars of which success have been already related at length in our account of the gentleman last mentioned, who was the senior, or commanding officer\*. Captain Duff was dispatched in pursuit of three ships which fled at the first sight of the British, and, notwithstanding his diligence and activity, were fortunate enough to effect their escape. When, however, on his return to Portsmouth, he fell in with a French privateer, called the *Poſtillion*, belonging to St. Jean de Luz, which he captured and afterwards burnt. No farther mention is made of him during the remainder of the year than as having, in the month of June, cap-

---

\* See page 178.

tured a small privateer belonging to St. Maloes, called the Jean Baptiste.

In 1758 he served under lord Howe in the small squadron which covered the various desultory expeditions against different parts of the coast of France; and, at the unfortunate and perilous affair in St. Cas bay, commanded the flat-bottomed boats which took off the troops. This service, which acquired the utmost activity and presence of mind in the midst of the most imminent danger, he executed with all the adroitness and attention possible; so that to his exertions, aided by those of the gallant officers employed under him, we may fairly attribute, that the loss, sustained by the army on that melancholy occasion, great as it proved, was not far more extensive and lamentable. In 1759 he was employed as senior captain with the nominal rank of commodore of a small squadron, stationed off the coast of France, for the double purpose of protecting the British commerce from privateers, and watching the motions of the armament which lay ready for sea in the port of Brest. In the first mentioned part of his occupation his success was confined to the capture of one or two inconsiderable vessels; but in the second and more consequential object of his employment he was far more fortunate towards the close of the year. He took his station in Quiberon Bay, where he effectually blocked a numerous fleet of transports, which were to have taken on board the troops intended to be convoyed, by the marquis de Conflan's fleet, for the invasion of Ireland. This judicious measure adopted by the British government, and the great diligence used by Mr. Duff in the execution of his orders, contributed very much to impede the projected expedition, and at length to render it abortive.

The first object of the French admiral, when he put to sea in the month of November, in consequence of sir Edward Hawke and his fleet having been blown off the coast, was the destruction of Mr. Duff and his little squadron, consisting of four fifty-gun ships, the *Minerva*, *Vengeance*, *Venus*, and *Saphire* frigates. M. de Conflans was actually in chace of those ships when sir Edward came up with him; and it is not impossible but that glorious victory might be in some degree owing to his having too eagerly pursued, what he deemed a certain prize, and  
by

by that means thrown himself so near the British fleet, that his escape back into Brest became impracticable. Mr. Duff was, not long after this time, promoted to the *Foudroyant*, of eighty guns, a prize taken from the enemy sometime before, by the *Monmouth*. He is not otherwise mentioned during the remainder of the war. We know of no subsequent command held by this gentleman during the time he continued a private captain, though it is by no means improbable, that, at some period during the peace, he was appointed to a guard-ship. On the 31st of March, 1775; he was promoted to the rank of rear-admiral of the blue; and, on the 24th of the ensuing month, was appointed to command on the Newfoundland station. Having hoisted his flag on board the *Romney* he sailed thither soon afterwards, with the *Surprize*, of 28 guns; the *Aldborough*, of 20, and the *Egmont* schooner, under his command. On the 3d of February, 1776, he was farther advanced to be rear-admiral of the red; but, during his continuance in command at Newfoundland, met with no occurrence in any degree worthy our notice. In the month of September, 1777, he was appointed to the Gibraltar station, whither he immediately afterwards repaired, having his flag on board the *Panther*, of sixty guns. Here he displayed his usual activity and diligence in the distribution of his cruisers, and met with no inconsiderable success among the American, the French, and Spanish ships, but more particularly the latter, after the commencement of hostilities in that quarter, in 1779. The blockade of Gibraltar being completely formed at the conclusion of the year just mentioned, and a Spanish force, far superior to what the British court deemed it expedient to leave there, being constantly stationed at Algeziras, Mr. Duff returned to England with Mr. Digby and the fleet which, under the chief command of sir George Bridges Rodney, in the month of January 1780, had defeated the Spanish fleet under the command of Don Juan de Langara, and for a time effectually relieved both Minorca and Gibraltar.

During his absence, that is to say, on the 29th of January, 1778, Mr. Duff was advanced to be vice-admiral of the blue; and, on the 19th of March, 1779, to be vice-admiral of the white; but never accepted of any command after his return to England at the time above-stated. On  
the

the 26th of September he was, moreover, promoted to be vice-admiral of the red. This was the highest rank he lived to attain, for, having been long grievously afflicted with the gout, he repaired to Bath, in the hope of meeting with some relief from the salutary effects of those waters in such cases: but not experiencing the benefit he expected, was on his return to his native country, Scotland; when he died at Queen's-Ferry, in consequence of a violent attack of the gout in his stomach, on the 6th of June, 1787\*.

FALKINGHAM, Edward,—the son of commissioner Edward Falkingham, whom we have already noticed, was, in 1744, commander of the Basilisk bomb-ketch. Afterwards he † was, on the 26th of March, 1746, appointed captain of the Success frigate. We do not meet with any subsequent account or mention made of this gentleman till some time after the re-commencement of the war with France in 1756. In the succeeding year we find him captain of the Sutherland, of fifty guns, one of the fleet sent on the unsuccessful expedition, under the command of Mr. Holburne. About the month of October 1758, he was promoted to the Princess Caroline, of eighty guns; which ship was, not long afterwards, put out of commission and converted into an hospital ship, as being unfit for any other kind of service. We do not believe him to have ever held any command afterwards; but no particular circumstances relative to him have come to our knowledge, except that he retired from the service in 1770, being then put on the superannuated list with the rank and half-pay of a rear-admiral. He died sometime in the course of the year 1783.

FAULKNER, Samuel,—in the beginning of the year

\* This gentleman was of a very ancient Scottish family, nearly related to the earl of Fife, who is descended from Macduff, eighth thane and afterwards earl of Fife, well known in history as the destroyer of the tyrant Macbeth. Admiral Duff became still more nearly allied to the family of the earl of Fife, by his marriage with the lady Helen Duff, fourth daughter of William, first earl of Fife; by her he had three sons, and one daughter, afterwards married, at Edinburgh, on the 2d of January, 1791, to Mr. Clarke, son of Dr. Clarke.

† See vol. iv. p. 41 et seq.

1746, was commander of the Vulture sloop\*; from which he was, on April 21st, of the same year, promoted from the rank of commander of a sloop of war, to be captain of the Amazon frigate. From this vessel he was removed into the Fox, a vessel of the same rate as the former, and ordered to Jamaica, where that ship was unhappily lost in an hurricane, which took place on the 11th of September, 1751, and did incredible damage to the shipping in that quarter. Capt. Faulknor and the greater part of his people were fortunately saved, and being afterwards tried he was most honourably acquitted of all blame. He was, after his return to England, about the month of June 1752, appointed captain of the Hind, which, as well as the two former ships he had commanded, carried twenty guns. Early in 1755 he commanded the Lyme, also a twenty-gun ship; but about the month of April, or May, was promoted to the Windsor, of sixty guns, in which command he continued during his life. He is mentioned in some accounts as one of the witnesses examined on the trial of admiral Byng; but we believe this to be a mistake, the Windsor certainly not having been in the action. The Windsor appears to have been principally, if not entirely, employed as a cruising ship, her name not occurring in any of the lines of battle, or lists of armaments sent on

---

\* While in this command he is officially mentioned as having performed the following notable piece of service.

“ Captain Faulknor, in the Vulture sloop, being arrived at Inverkeithen road, sent the cutter and boats before, who, upon their arrival in Kincardin road, saw a brig come out of Airth, which the rebels had seized in order to transport their cannon from Allowa up the Firth, to batter Sirling castle. The next morning captain Faulkner arrived in the road likewise; and upon the lieutenant of the Pearl’s informing him of this, as well as of there being two more vessels in Airth that were liable to be seized by the rebels for the same purpose, he sent the boats manned and armed to burn them, which they effectually performed without the loss of a man, though the rebels fired some platoons from the town. While this was doing the tide fell so low that he could not return to the road that night; upon which the rebels in Airth opened a battery of three pieces of cannon, and in the morning began to play upon him very unexpectedly, but did him no damage. The fire from the sloop dismounted two of their cannon, killed their principal engineer (as they heard by a man of the town) with some others, and drove the rebels not only all out of the town but from their battery also.”

different services, and in the line of his particular employment capt. Faulknor appears to have been remarkably successful. Early in 1758 he captured a French East India ship, bound to Port L'Orient, called the *Pacifique*; and in the month of April, having been dispatched, in company with the *Escorte* frigate, to intercept two French frigates and three storeships, which, according to information received by the admiralty-board, had sailed from Dunkirk a few days before, he had the good fortune to fall in with them on the 27th of that month, about sixteen leagues distant from the Ram Head.

The enemy's two ships of war brought-to in a line as if they intended to engage the *Windsor*, while the storeships crouded all the sail they could to the westward, in the hope of effecting their escape. When the *Windsor* had fetched within about two gun-shot of the frigates they also made all the sail they could, standing towards their own coast. Captain Faulknor observing this, dispatched the *Escorte* after the store-ships, while he himself gave chase to the frigates. He continued the pursuit some hours, till, finding that the enemy's ships greatly outailed him, he abandoned that part of the chase and stood after the convoy, which was now barely discernible from his poop. After continuing the chase with the greatest eagerness during the night, one ship only was visible at day-light; this captain Faulknor soon afterwards came up with and captured. She was called the *St. Peter*, was a large ship, and had on board nearly four hundred tons of provisions and stores, with a thousand stands of arms, intended for Quebec.

In the spring of the ensuing year captain Faulknor continued to be employed in the same line of service we have already seen him occupied; and, on April 27th, fell in with four large ships, which, on being chased, formed a line to receive him. Captain Faulknor brought the sternmost to action; upon which her companions broke the line, endeavoured to save themselves by flight, and the ship engaged surrendered. It proved to be the *Duc de Chartres*, a ship belonging to the French East India company, and bound to Port ~~to Port~~ on board a cargo consisting of one hundred and fifty tons of cloth, and other stores. It was

was pierced for sixty guns, but, being armé en flute, had only twenty-four twelve pounders mounted, with a crew of two hundred and ninety-four men, twenty-eight of whom were killed and eighteen wounded; while the injury sustained by the Windsor amounted to only one man killed and six wounded. The three ships which escaped were armed and laden in the same manner the prize was, but were of different rates, one being pierced for seventy, a second for fifty-four, and the third for twenty-four guns. Captain Faulknor survived this event but a very short time, dying on the 28th of May following.

FERGUSON, John.—This gentleman, in the early part of the year 1746, was commander of the Furnace bomb, then employed as a cruiser off the coast of Scotland\*. He rendered himself so conspicuous on that station by his activity, diligence, and general conduct, that he was, on the sixth of October in the same year, promoted, as it is said, in consequence of the express interference and recommendation of the duke of Cumberland, to be captain of the Nightingale, a new frigate then just launched. During the ensuing year we believe him to have been principally employed as a cruiser; and in the month, either of September or October, he again very much distinguished himself by the capture of a French ship of somewhat superior force, called the Dauphin Royal, carrying twenty-two guns and one hundred and fifty men. The enemy made a very obstinate though running fight, and was not overpowered till after a contest of ten hours continuance. No farther mention is made of him till the year 1753, when we find him commanding the Porcupine sloop, on the coast of Scotland, and very actively employed in scouring that quarter, and preventing the return of the rebel chiefs, many of whom, after having escaped to France, it was then rumoured, were on the point of attempting to repair again to their native country, in the hope of exciting some fresh insurrection†.

We have no account of him after this time till the year 1758, when he was captain of the Prince of Orange, a fourth rate of sixty guns, one of the ships sent on the

---

\* " Captain Ferguson, of the Furnace, has seized eight hundred stands of arms at M'Donald, of Barraisdale's-house, in the isle of Ralay."—Gaz. No. 8540.

† He was not long afterwards appointed regulating officer on the same station.

expedition against Louisburg\*, under the command of Mr. Boscawen. He remained in the same station during a considerable space of time, but neither himself nor his ship are again noticed till the year 1762, when the Prince of Orange was one of the Channel fleet under the orders of sir Edward Hawke, and his royal highness the late duke of York. In both the services last-mentioned, as well as every other in which he was employed during the war, he appears to have unfortunately had no opportunity of encreasing either his fame or fortune. After the conclusion of the war he was, about the month of June 1763, appointed to the Romney, of fifty guns, but quitted that command soon afterwards, and was appointed to the Firme, a fourth rate of sixty guns; as he afterwards was to the Prince of Orange, a ship of the same force. He died on the 13th of June, 1767.

FERRERS, Washington Shirley†, Earl of, — was the second son of Lawrence, third earl of Ferrers, and Anne, fourth

---

\* An anecdote is related of this gentleman in Entick's History, which we think it would be an act of injustice to him to suppress. The coast in the neighbourhood of Louisburg was so extremely well fortified, both by art and nature, that it was generally deemed almost an impracticability to effect a landing: the admiral took the advice of each commander separately, and, to use the historian's own words, "It coming to the turn of captain Fergusone, an old, brave and experienced officer, whom Mr. Boscawen had requested from the lords of the admiralty to attend him in this service, and in whose opinion and conduct on the most trying occasions he could place great confidence. This captain having delivered himself in the most respectful terms in regard to the opinions of his brethren, whose reasons the admiral ingenuously related to him, and despising the arguments drawn from the danger of the service, for proving an impracticability without an actual attempt to land, and to force the enemy's posts with all the art and strength in their power, he advised the admiral, for his own honour and the glory of his country, to exert that power with which he was invested, and not to leave it to the uncertain resolutions of a council of war, which had been so fatal at Minorca, at Rochfort, and even at Hallifax, to the disgrace of all concerned, and to the extreme loss of the nation."

The admiral acquiesced in the justness of the captain's observation on councils of war; thanked him for his open and honest advice; resolved to call no council, but strictly to adhere to his instructions, which were to land the troops on the island of Cape Breton.

† The ancient family of Shirley derive their descent from Sasuallo, or Sewallus de Etingdon, whose name (says Dugdale in his Antiquities of Warwickshire) argues him to be of the old English stock: which



fourth daughter to sir Walter Clarges, of Aston, in the county of Hertford, bart. Having betaken himself to a maritime life, and undergone the necessary years of probation, as well as passed through the several more subordinate ranks of midshipman, lieutenant, and commander, with the highest credit and reputation, he was, on the 19th of April, 1746, appointed captain of the Fox frigate. He remained but a very short time in this ship, having been, early in the ensuing year, promoted to the Dover, of forty-four guns. From this ship he removed into the Renown, a frigate captured by him a short time before, while captain of the Dover. At the latter end of the year 1753 he was appointed to the Mermaid frigate, in which he probably continued till the commencement of the war with France, in 1756. In 1758 he was captain of the Duc D'Aquitain, of sixty guns, and the only subsequent command in which we find him mentioned, is that of the Temple, a ship of the line, carrying seventy guns, one of the Channel fleet under the orders of sir Edward Hawke, which totally defeated that of France, on the 20th of November, 1759, in Quiberon Bay. Captain Shirley on this occasion distinguished in a very conspicuous manner, but succeeding to the title of earl Ferrers, on the death of his unfortunate brother, Lawrence, the fourth earl, on the 5th of May, 1760, he from that time quitted the naval service. On the 14th of December, 1761, he was elected fellow of the royal society, in compliment to him for a series of very accurate observations he made on the transit of Venus over the sun, on the sixth of June preceding, and which he had communicated to that learned body, together with many other useful and interesting discoveries, tending to the improvement of mathematical and nautical knowledge. His lordship having for many years, as we have already stated, declined the service, continued a long time at the head of the list as the senior captain capable of serving; but after-

---

which Sewallus resided at nether Etingdon in com. Warwick about the reign of king Edward the Confessor; which place had been the seat of his ancestors, as there is reason to believe, for many genera-

wards, as a very proper and honourable testimony of the abilities he had displayed when actually engaged in service, was, on the 31st of March, 1775, advanced to be rear-admiral of the white, which was his first appointment in the rank of a flag-officer. On the 3d of February, 1776, he was moreover promoted to be vice-admiral of the blue. This was the highest rank his lordship lived to attain to, he dying at Stanton Harold, in Leicestershire, on the 1st of October, 1778, was buried there. He married Anne, daughter of — Elliot, of Plymouth, esq. but had no issue.

**HARLAND**, Sir Robert,—was appointed a lieutenant in the navy on the 25th of February, 1742, and served under Mr. Mathews, at the time of the encounter with the French and Spanish fleets off Toulon, as fourth lieutenant of the *Namur*. In the month of January 1745, he was advanced to be commander of the *Scipio* fireship. From this time we have no account of him till his promotion, on the 19th of March, 1746, to be captain of the *Tilbury*. He retained this command till the end of the year 1747, when he was made captain of the *Nottingham*, of sixty guns, one of the Squadron stationed to cruise in soundings; under the orders of sir Edward Hawke. He had served under that gallant officer, during the latter part of his service as captain of the *Tilbury*. In this ship he distinguished himself, in the most conspicuous manner, at the attack and defeat of L'Etendiere's Squadron, so that rear-admiral Hawke, in his account of the action, makes particular mention of him in the following terms. “Capt. Harland, in the *Tilbury*, observing that she (one of the enemy's ships) fired single guns at us, in order to dismast us, stood on the other tack between her and the *Devonshire*, and gave her a very smart fire.” Soon after his appointment to the *Nottingham*, in consequence of the death of captain Saumarez, who was killed in the action just-mentioned, he had a fresh opportunity of distinguishing himself in the attack of the *Magnanime*, a French ship of war, carrying seventy-four guns and six hundred and eighty-six men, commanded by the marquis D'Albert, chef d'escadre. This ship was discovered by the Squadron on the last day of January, 1747-8. The *Nottingham*, with the *Portland*, captain Stevens, being ordered to chase, captain  
Harland

Harland got up with the enemy about ten o'clock, and immediately began to engage, as did the Portland, which ship was a considerable distance astern at the commencement of the action, in about an hour afterwards. The sea ran so high as to prevent both the assailants and the enemy from opening their lower ports, and served to prolong the action till four in the afternoon, owing to the uncertainty of firing with effect in such a swell. In this encounter the Nottingham had sixteen men killed and eighteen wounded\*; but the injury sustained by the prize amounted to forty-five men killed and one hundred and five wounded.

After the conclusion of the war, an event which took place not long after this time, Mr. Harland was appointed captain of the Monarch guardship, at Portsmouth, where we find him, in the month of June 1749, one of the members of the court-martial, assembled on board the Invincible, for the trial of captain Dudley, of the Chesterfield, and the mutineers who had attempted to run away with that ship. He was next appointed to the Essex, a third rate of sixty-four guns, in 1755, and afterwards removed into the Conqueror, a third rate of seventy-four guns, one of the squadron sent into the Mediterranean, in the year 1759, under the orders of Mr. Boscawen. He was one of the commanders detached by the admiral, as already related in the account of admiral Callis, and Mr. Boscawen himself†, to burn two ships which lay at the entrance of Toulon harbour. On this perilous, though unsuccessful occasion, being cannonaded by two heavy masked batteries, he behaved with the greatest firmness, intrepidity, and spirit. This ship having returned to England not long afterwards, captain Harland quitted her, and we do not find him mentioned as holding any command during the remainder of the war, or, indeed, as long as he continued a private captain, a station from which he was advanced, to be rear-admiral of the blue, on the 18th of October, 1770. Almost immediately afterwards he was appointed to command-in-chief in the

---

\* The loss of the Portland, and the share that ship held in this action, have been already related, page 231.

† See vol. iv. p. 337. and vol. v. p. 138.

East Indies\*, and sent thither with a small squadron, consisting of four ships, the Northumberland, of seventy guns, his own ship; the Orford and Buckingham, of the same force; and the Warwick of fifty guns, which were ordered thither to counteract any attempt that might be made by the French against our settlements in that quarter, that nation having caused jealousy in the British, by sending thither a force more than usually formidable for a time of profound peace. No occurrence, however, in the least degree worthy our remembrance took place during the time he was absent on this station, from whence he returned in 1775, and arrived at Portsmouth on the 8th of May.

On the 31st of March preceding this, he was advanced to be rear-admiral of the red; as he was, on the 3d of February, in the year ensuing, to be vice-admiral of the blue; in 1777, of the white; and, in 1778, of the red. He had, however, no command till the appearances of approaching hostilities with France, in 1778, became serious: he was then appointed second flag officer of the main or Channel fleet, under the orders of Mr. Keppel. He hoisted his flag first on board the Hector, in the month of March, and removed it quickly afterwards into the Queen, of ninety guns; in which ship he continued to serve during the remainder of the year, and was fortunate enough, amidst the tremendous distraction and violence of parties, which then so strangely convulsed the service, to incur the censure of none, and merit the respect of all. The circumstances of the action are too recent, too generally known, and in other places too fully descanted on, to render any recapitulation of them necessary. He continued in service only during the remainder of the year, in which period no occurrence took place memorable enough to merit our particular attention. The retirement of Mr. Keppel we believe to have had considerable influence in causing that of sir Robert also: but whatever might be the cause he never accepted of any subsequent command.

On the 8th of April, 1782, he was advanced to be admiral of the blue, having, on the 30th of March pre-

---

\* On the 19th of March, 1771, he was created a baronet.

ceding, been appointed one of the commissioners for executing the office of lord high admiral, a station he continued to hold till the 28th of January, 1783, within a very short time of his death. He died at Sproughton, not having attained any higher rank as a flag-officer, on the 28th of February, 1783.

**HARMON, William**,—after having been a subordinate officer\* in the royal navy, is, by some accounts, stated to have been many years employed in the service, first of the West India merchants, and afterwards of the post-office, in which he is said to have commanded a packet boat. In 1741 he was lieutenant of the *Folkstone*, a fifth rate of 44 guns, and, in 1745, of the *Pembroke*, a fourth rate of 60. On the 26th of January, 1746, he was appointed captain of the *Richmond* frigate, and is not otherwise particularly mentioned during the war, or the succeeding peace. Sometime after the commencement of the war, he was, about the year 1762, appointed to the *St. Anne*, of sixty-four guns. He quickly afterwards removed into the *Berwick*, a ship of the same force. He is said in some accounts to have incurred censure during the time he held the latter command, but of this we have no information that we dare rely on, nor have we any farther particulars relative to this gentleman, except that he died on the January 19, 1766.

**HOWE, Richard, Earl.** — This noble person, who is still living, is the third son of sir Emanuel Scrope, the second lord viscount Howe, and Mary-Sophia-Charlotte, eldest daughter to the baron Kielmansegge. Having betaken himself to a maritime life, he was, after passing through the different subordinate stations†, on the 10th of April, 1746, promoted to be captain of the *Triton*

---

\* A midshipman or master's mate.

† At the time of the Scottish rebellion, in 1745, we find him commanding the *Baltimore* on that station; and is particularly mentioned, in the journal of the siege of Fort William, in the following terms.

“ Tuesday, March the 1st, 1746, the *Baltimore*, captain Richard Howe, went up towards Killarndy Barns in order to protect the landing of our men. He fired several shot, and threw some cohorn shells, and set one hovel on fire; but could not attempt landing, for the rebels were intrenched by a hollow road, or rill, and in great numbers. The *Baltimore's* guns, being only four-pounders, had no effect on the stone walls of these barns, which the rebels had loop-holed. We brought our people back without any damage.”

frigate; but no farther particular mention is made of him during the continuance of the war, except that he commanded the Rippon, a fourth rate of sixty guns, on the coast of Guinea; and the Cornwall, a third rate of eighty guns, under admiral Knowles. In the early part of the year 1751 he was made captain of the Glory, of forty guns: at the conclusion of the same year he was appointed to the Mary yacht, as successor to captain Allen, then deceased; but quitted this station in the month of May 1752, on being then commissioned to the Dolphin frigate. He was immediately afterwards ordered to the Streights, where he was employed in many delicate services, which he executed with the greatest adroitness\*. He returned to England in the course of the year 1754; and, in the beginning of the ensuing, we find him commanding the Dunkirk, of sixty guns, one of the ships put into commission in consequence of the apprehended rupture with France; and which, in consequence of that expectation, was one of the fleet ordered to America under the orders of Mr. Boscawen. In their passage thither a very consequential event took place, in which captain Howe, much to his honour, bore a very distinguished share.

The particulars of this transaction have been variously related; but, from several corroborating circumstances, the following appears to be nearly the true state of the fact. The British fleet on its passage fell in with some ships separated from the French squadron under M. Bois de la Mothe. The Dunkirk, the Defiance, and some other ships were ordered to chase. The Dunkirk coming up with the Alcide, captain Howe hailed the captain, and civilly requested him to attend him down to the admiral. The French captain refused, and quaintly asked if it was peace or war? Captain Howe replied, he knew nothing of that, but was ordered to bring his ship down. The French captain again renewed his question, and in the same terms. He received the same answer, with an

---

\* " Madrid, August 26th, 1753.

" We learn from Gibraltar, that the honourable captain Howe, commander of his majesty's ship the Dolphin, now in that bay, having been ordered to go to the port of Saltee, to inform himself of the intention of the Moors, with regard to Great Britain, was answered, that their design was, to observe their treaties with his Britannic majesty."

additional request, that he would prepare for the worst, as he (captain Howe) said he expected every moment a signal from the admiral to fire into him, in consequence of his not bringing to.

To this account is added, that captain Howe observing a number of land-officers and their ladies, with many soldiers, standing thick upon deck, he admonished them to go below, which being soon afterwards complied with, the French ship, as it is confidently said, fired into the Dunkirk; and the action, after some continuance, ended in the surrender of the Alcide\*. No other memorable occurrence appears to have taken place during the absence of the fleet on this expedition. During the ensuing year captain Howe retained the same command, but is not particularly mentioned, except as having possessed himself of a small island on the French coast, in the neighbourhood of Guernsey, and having made the garrison of the small fort which defended it, amounting to about one hundred men, prisoners. He not long after this was promoted to the Magnanime, of 74 guns; in which ship he served during the year 1757, as one of the fleet under the orders

---

\* The following extract of a letter appeared in many of the periodical publications and newspapers of the time, said to have been received from on board the Monarque.

“ On the 6th of June, being to the southward of Cape Race, and the fog clearing up at break of day, we espied four sail of French men of war four miles to the windward: the signal was given to chase and clear ship, which we obeyed; but the fog returning we lost sight of them. All the 7th foggy. On the 8th clear weather.

At sun rise we saw three sail, which we observed perceived us at the same time, and prepared for an engagement, their hencoops, tables, cabins, hogs, &c. being floating. The Dunkirk stole away from us, and at twelve o'clock was alongside the sternmost ship of the French. The admiral seeing this, and we not being three miles off, the red flag was hoisted at the fore-top-gallant-mast head; upon which captain Howe discharged his guns below and aloft, and the French commodore did the same. By the time they had exchanged two broadsides we came up, both flags flying. He seeing that, brought the ship by the lee, with all sails aback, and fired his lower and upper tier, but killed not a man: the enemy's shot tore our fore-sail, killed two men in the Torbay, and seven in the Dunkirk. We fired two lower deckers and then she struck. She mounted sixty-four guns, and had on board nine hundred men, most forces; the general being killed in the fight, the governor of Louisburg and four officers of note were taken prisoners, and 50,000 l. sterling.”

of

of sir Edward Hawke, on the honourable, though unsuccessful, expedition against Rochfort. He was on this occasion ordered, as may be well remembered, by all in any degree conversant in the history of his time, to attack the fort on the Isle of Aix, an assault which he conducted with the greatest vigour; and a conquest he happily achieved, after an hour's cannonade, without either difficulty or injury. This was the most material and substantial success which graced the expedition. In the following year\* he removed into the *Essex*, of sixty-four guns, and was appointed commodore of the light squadron† immediately destined to cover the landing of the small army commanded by the duke of Marlborough, who was sent to attempt the reduction of St. Maloes, while a fleet, under the orders of lord Anson, proceeded off Brest to prevent any interruption from the naval force in that quarter. Mr. Howe sailed from St. Helen's on the 1st of June; and the troops, after being landed, completed the business on which they were sent, as far as they were competent, without undertaking a regular siege. Having destroyed all the magazines, together with the shipping in the port, to the amount of one hundred and twenty sail, they were re embarked, without loss or even interruption, on the 16th of the same month. The squadron and the transports next proceeded to Cherburg, an attempt which the variable weather compelled the commander-in-chief to abandon for that time: scarcity of provisions and other necessaries compelled him to return; and the troops being disembarked, were ordered to encamp, for the purpose of refreshment, on the Isle of Wight.

---

\* On the 10th of March, 1758, he married Mary, daughter of Chiverton Hartopp, of Welby, in the county of Leicesters, esq.

† Its force consisted of the *Essex*, of sixty-four guns; the *Rochester*, *Portland*, and *Deptford*, of fifty guns each; the *Pallas* and *Brilliant*, of thirty-six; the *Richmond* and *Active* of thirty-two; the *Maidstone*, of twenty-eight; the *Flamborough* and *Rose*, of twenty; the *Success*, *Salrash*, *Swallow*, *Speedwell*, and *Diligence* sloops, of sixteen; the *Cormorant*, of fourteen; the *Pluto* and *Salamander* fire-ships; two bomb-ketches, the *Infernal* and *Granada*; ten cutters; one hundred transports with the troops; twenty tenders and two store-ships. These were a few days afterwards joined by the *Isis*, of fifty guns, and four transports with troops.



The duke of Marlborough and a part of his army were ordered immediately afterwards to Germany. Lieutenant-general Bligh was appointed to command the remainder, which again being embarked, were ordered to return to the coast of France, as well for the purpose of alarming the enemy, as, by a diversion, compelling them to make large detachments from their army in Germany, as in the hope of effecting some material injury, wherever it was found possible to make any serious impression. His lordship, who had a short time before this succeeded to the title by the death of his brother, who was unfortunately killed in America, before Ticonderago, sailed from St. Helen's on the 1st of August, and came to an anchor in the bay of Cherburg on the 6th of the same month. No other attempt or attack was made that night, except by throwing a few shells into the town.

At seven o'clock the next morning the fleet got under weigh and brought up in the bay of Maris, about two leagues to the westward of the town. The troops were landed the same afternoon. The fortifications, which were intended for the defence of the place, were in a very unfinished state, so that possession was taken of them without opposition. The brass cannon mounted on them were transported to England. Nearly two hundred pieces of iron cannon and mortars were rendered unserviceable: the celebrated basin was ruined, and twenty-seven sail of ships and vessels found in the harbour were destroyed. All this being accomplished without the smallest loss, the troops were taken on board the transports, without the smallest opposition, on the 16th.

Happy had it been if the British government, unintoxicated with these unalloyed successes, which had incontrovertibly proved to all the world, how vulnerable France was even in her vitals, had been content with what had been already achieved, without making any farther attempt, at least with so inconsiderable a force. General Bligh was instructed to proceed, after the destruction of the forts and basin of Cherburg, to keep the coast of France in a perpetual state of alarm, as long as the weather and other circumstances would permit. A second attack on St. Maloes was resolved; but the fleet was, by contrary winds, compelled to run over to its own coast. After

After having continued two days in Weymouth roads it returned to its original object, and anchored in the bay of St. Lunaire, two leagues to the westward of St. Maloes, on the 4th of September. The destruction of the shipping in the harbour of Briac, near the town first-mentioned, was the first object. According to common report these amounted to one hundred and fifty sail. The orders were completely and successfully executed, but the number of ships and vessels was found not to exceed fifteen. After some days spent in deliberating with the land-officers, as to the practicability of any farther attack on St. Maloes itself, it was finally determined that success was hopeless, and that the idea should be totally abandoned.

Nothing now remained but to reembark the troops, an operation which, being impracticable in the place where they landed, it was determined to march over land to the bay of St. Cas, which, on being reconnoitered, was found to be the nearest spot convenient and proper for the purpose. His lordship accordingly proceeded thither with his squadron, and immediately made all the necessary dispositions that lay within his department. The length of the march, and many other causes, contributed to retard the progress of the army on shore so long, that the French were enabled to collect and push forward a far superior force to harass them in their retreat, and render their re-embarkation extremely hazardous, if not impracticable. No interruption, however, was attempted till the whole of the army, the rear-guard excepted, were actually on board the transports. The duc D'Aguillon, the French general-in-chief, then pushed forward, in the hope of capturing or destroying this devoted remnant, amounting to about fourteen hundred men.

Lord Howe, who was perfectly aware that the enemy might possibly meditate some stroke of this kind, had taken every precaution in his power to counteract them: he had stationed six frigates, four bomb-ketches, and two sloops, as close to the shore as possible. Their fire made considerable havock in the French army, and much impeded their attack, till an oversight, unfortunately committed by general Drury, who commanded on shore, in marching forward to meet the enemy instead of waiting behind a parapet of sand, which had been thrown up by  
I
the

the enemy on the beach, for other purposes some time before, rendered it impossible for the frigates and vessels to continue the cannonade, without probably doing more injury to the British troops than the French themselves. Nothing now remained but to dispatch all the boats, with the utmost expedition, to bring off as many as they could pick up. This was a service attended with the utmost peril and personal risk, insomuch that, in several of the boats, ten or twelve men, out of twenty, who were employed to row them, were killed; and in one of them sixteen, with the lieutenant. His lordship finding that this tremendous havock considerably intimidated the seamen, and that without some exertions the greater part of those who still remained on shore must be sacrificed, went in his own barge into the centre of the enemy's fire, and, standing up, began to encourage the men, by his voice and example, to despise the danger which appeared to threaten them, and exert themselves to the utmost for the preservation of their unfortunate fellow countrymen.

His lordship's heroism counteracted the fear which appeared to pervade the seamen: every body was alert; each man seemed animated almost beyond precedent; and many lives, which would certainly have been otherwise lost, were preserved by this singular and highly intrepid exertion\*. After this check his lordship returned to Spithead with his Squadron and the transports. The troops were instantly disembarked, and all farther attempts of a similar nature abandoned, at least for the current year. Immediately on his return into port his lordship removed back into his former ship, the *Magnanime*, in which he was employed, during the ensuing year, in the Channel, but had not any particular opportunity of distinguishing himself, till the month of November, at the memorable defeat of the *marquis de Conflans*, in which he engaged and captured the *Hero*, of seventy-four guns; but being prevented by the inclemency of the weather from taking possession of the prize, it unfortunately ran on shore and was irrecoverably lost. On the 22d of March, 1760, he

---

\* His royal highness the late duke of York attended his lordship, on board the *Essex*, in this expedition, as a midshipman.

was appointed colonel of the Chatham division of marines; and the only enterprize in which he appears, owing to the extreme inaction of the French fleet, to have been concerned, was the attack of a small French fort on the Isle Dumet, against which he was ordered by sir Edward Hawke, in company with the Bedford and Prince Frederic. It surrendered after a slight resistance, without effecting any injury to the assailants.

During the year 1761, in consequence of the palsied manner in which naval war was conducted on the part of the French, no particular mention is made of his lordship out of the ordinary routine of service. In 1762 he commanded, in turn with sir Thomas Stanhope, the Squadron stationed in Basque road, and off the coast of France; on which service nothing occurred sufficiently consequential to require any particular detail. Towards the middle of the summer he removed into the Princess Amelia, of eighty guns, having accepted the command of that ship as captain to his royal highness the duke of York, who had obtained the rank of rear-admiral of the blue, and served as second in command, under sir Edward Hawke, of the Squadron stationed in the Channel to watch the motions of the remnants of the French naval force. For the reasons already given, it is not necessary to enter into farther or more circumstantial account. During the succeeding peace his lordship does not appear in any command\*. In 1765 he was appointed treasurer of the navy, an office he continued to hold, as well as that of colonel of marines, till his promotion, on the 18th of October, 1770, to be rear-admiral of the blue. He experienced no farther advancement till the 31st of March, 1775, when he was appointed rear-admiral of the white†; as he was, on the 3d of February, 1776‡, to be vice-admiral of the blue. In a very short time afterwards he was nominated commander-in-chief of the fleet employed, or to be em-

---

\* We must not, however, forget to record, that he was, on the 29th of April, 1763, nominated one of the commissioners for executing the office of lord high admiral, a station which he continued to hold, through two commissions, till the 30th of August, 1765.

† At the general election which took place in this year, he was chosen representative in parliament for the borough of Dartmouth.

‡ The admiralty list says on the 7th of December, 1775.

ployed

ployed on the American station. Having hoisted his flag on board the *Eagle*, of sixty-four guns, which ship was equipped purposely for him, he arrived off Halifax, without having experienced any sinister accident, on the 1st of July. The various events which took place during the American contest, are not only too recent, but also bear too little relation to his lordship to cause any very particular account of them necessary. Suffice it to say, every enterprize in which the fleet was concerned was uniformly successful; every undertaking that was proposed by the general on shore was warmly supported by the fleet; and, without affection to party, we may truly say, the unsuccessful termination of the American contest is certainly attributable to causes which his lordship was not, in the smallest degree, concerned in the prevention of.

The conquest of New York, of Rhode Island, of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention, and are sufficient to silence the breath of calumny.

The year 1778 opens to us a new scene; France became a party in the contest, and sent to America a fleet, under the count D'Estaing, far superior to any force then possessed by Britain in that quarter. That under his lordship's command consisted only of six small ships of the line, three of fifty guns, and some smaller vessels and frigates, the greater part out of condition, and nearly unfit for service; while Mr. D'Estaing's amounted to twelve large ships of the line besides frigates and smaller vessels. Mr. Byron, indeed, had been dispatched from England with a formidable squadron, but it was so completely dispersed and damaged by continued storms, that scarcely two together reached the American coast: some put back, and those which were enabled to proceed to their place of destination arrived there in a very disabled state.

Such was the situation of affairs when the French squadron, amounting to fifteen sail, anchored off Sandy Hook. His lordship had used the utmost diligence in putting his ships in condition to meet the enemy: he was fortunately joined by the *Cornwall*, of seventy-four; the *Raisonable*, of sixty-four; the *Centurion*, and *Renown*, of fifty guns each; with some frigates and smaller vessels; but still there

was a very manifest disproportion between his force and that of the enemy. The French admiral weighed anchor and put to sea on the 22d of July, and, after some movements, proceeded to Rhode Island for the professed purpose of co-operating with the American army, under general Sullivan, in attempting the reduction of that important post. His lordship, having made every possible exertion in his power, put to sea on the 9th of August, and arrived off Rhode Island the same evening. On the morning of the 10th the French admiral put to sea with his whole force, but such was his superiority that his lordship prudently considering the safety, not only of himself, and his whole fleet, but that of all the British possessions in America depended on the event, wisely determined to act merely on the defensive, unless some extraordinary and unforeseen occurrence should afford him an opportunity of attacking the enemy with manifest advantage on his own part.

The remainder of that day, as well as the whole of the succeeding, were spent in manœuvres productive of no remarkable occurrence. Towards the close of the second evening his lordship shifted his flag from the Eagle to the Apollo frigate, that he might be the better enabled to direct the subsequent operations of the squadron. A violent gale of wind arose immediately afterwards, dispersed both the squadrons, and separated his lordship, who still continued on board the Apollo, with the Ardent, Centurion, two forty-fours, and some frigates, from all the rest of his force. The Apollo itself sustained so much damage in the gale that his lordship was obliged to remove into the Phoenix, as, in a very few hours afterwards, he did into the Centurion. The storm just mentioned prevented the general engagement which was on the brink of taking place when it arose; but distinct encounters happened between three ships of his lordship's squadron, and as many of the French, superior in force, all which uniformly ended with the highest credit, though not attended with particular advantage to the British arms.

His lordship, immediately on his return into port, resigned his command to Mr. Byron, who had reached America with his scattered squadron, and repaired to England with the Eagle. He arrived at St. Helen's without having experienced any disaster, or memorable

occur-

occurrence, on the 25th of October. He immediately afterwards struck his flag; and, though we believe frequently solicited for that purpose, did not accept of any subsequent command till the year 1782. In this interval we consequently have nothing in our line to record concerning him, except his promotion, on the 29th of January, 1778, to be vice-admiral of the white; and, on the 19th of March in the following year, to the same rank in the red squadron. When the complete and memorable change of ministry took place in the spring of the year 1782, he was advanced to the dignity of a peer of Great Britain, by the title of Viscount Howe, of Langar, in the county of Nottingham, by patent bearing date April the 20th\*, and immediately afterwards accepted the command of the fleet then equipping for the purpose of attempting the relief of Gibraltar. Its force was, as the consequence of the expedition required, extremely formidable, though far inferior to that of the combined fleets of France and Spain which lay ready in Gibraltar bay to dispute its entrance. It consisted of thirty-four ships of the line in six divisions, under his lordship, as commander-in-chief, vice-admirals Barrington and Milbank, rear-admirals Hood and Hughes, and commodore Hotham. That of the enemy amounted to forty-six ships of the line, under eight admirals, or chefs d'escadres. The British fleet, with its convoy, entered the Streights on the morning of the 11th of October, and about five o'clock in the afternoon arrived off the bay of Gibraltar. Previous to this, the necessary dispositions had been made, and instructions given to the Panther and Buffalo, under whose immediate protection the storeships and victuallers were placed, to pass with them under the guns of the fortress. The Panther and four only of her charge were able to effect it; the Buffalo with the remainder, and all the ships of war, were swept, by the rapidity of the current, into the Mediterranean.

On the 13th of October the combined fleet of the enemy put to sea with an apparent determination of deciding the contest by a serious action, or, at least, preventing the

---

\* On the 8th of the same month he had been previously advanced to the rank of admiral of the blue.



introduction of any farther supplies into the besieged garrison. A favourable change of wind to the eastward on the ensuing day enabled his lordship to pass such of the storeships, as were then with the fleet, to the bay, and without interruption, as from the circumstance of the enemy having been carried farther into the Mediterranean than the British fleet, and by the same cause, his lordship was enabled to keep between the convoy and the enemy. Fortune, assisted by judgement, enabled all the rest of the transports, which had been ordered away to a special rendezvous when the enemy's fleet appeared in sight on the 24th, in company with the Buffalo, to pass to their place of destination on the 28th. This service, together with the debarkation of the troops, intended as a reinforcement to the garrison, the introduction of a proper supply of ammunition and rum from some of the ships of war, was scarcely effected before the enemy's fleet, having had the same advantage from the easterly wind which had so happily enabled his lordship to execute the different objects of his expedition, appeared in sight on the 29th of October, at break of day.

The British fleet was at that time between Europa and Ceuta Point, and consequently so confined that there was not sufficient room for it to form in a line of battle on either tack: as an additional inducement that his lordship should avoid an action to the eastward of the Streights, such ships, if any, that might be disabled in the encounter would have had no port of refuge for resitment; he consequently stood through the narrow channel which separates Africa from Europe, in close order, followed by the enemy at the distance of about three leagues. The British fleet, as soon as it had cleared the Streights, brought to, as did that of the enemy, preserving its former distance to windward. At daylight both parties began to form the line, a manœuvre which took up considerable time, both on account of the formidable numbers of which each fleet was composed, and of there being little or no wind to expedite the operation. Towards the evening, having arranged their whole force, the enemy manifested some disposition of engaging, but with the greatest caution, as will appear very evident from his lordship's own account of this skirmish.

“ The



“ The British fleet being formed to leeward to receive them, they were left uninterruptedly to take the distance at which they should think fit to engage. They began their cannonade, at sunset, on the van and rear, seeming to point their chief attack on the latter, and continued their fire along their whole line at a considerable distance, and with little effect, until ten at night. It was returned occasionally from different ships of the fleet, as their nearer approach at times afforded a more favourable opportunity for making any impression upon them.”

Thus ended this skirmish, for it scarcely deserves the name of a more serious encounter, and with it every attempt at retaliation made by the enemy for an enterprize, carried into effect in spite of their utmost efforts to the contrary, and by a force in the beginning, one-third, at least, inferior to their own\*; an enterprize which they had exerted every nerve to prevent, by incurring an expence almost incredible, and collecting a force which they arrogantly and presumptuously boasted, defied opposition. We having nothing left to add to this account, except that the whole loss sustained by the British amounted only to sixty-eight men killed, two hundred and eight wounded, and the *Minerva*, a naval transport†, laden with the baggage of the regiments intended to reinforce the garrison, captured by the enemy. This great object being achieved, farther contest was fruitless had the enemy even permitted it. They did not, but, satisfied with the parade of announcing to the world that they had fought the British fleet, retired into their own ports.

After having made the detachment ordered in his instructions, his lordship returned to England, and arrived at Portsmouth on the 10th of November, not having met with any sinister occurrence whatever during his passage. Peace being concluded immediately afterwards, he

---

\* Their combined fleet originally consisted of fifty ships of the line: a gale of wind, which arose on the 10th, so it were awfully to precede the arrival of the British fleet, had blown six from their anchors, two of which had been driven into the Mediterranean, three put on shore, one of them under the walls of the garrison, where it was captured, and the sixth nearly dismasted.

† Which had separated from the fleet on the night of the 18th.

of course quitted his commands, but on the 28th of January, 1783, was nominated first commissioner for executing the office of lord high admiral. His lordship retained this station only till the 8th of April following, when he was succeeded by lord viscount Keppel, whom he again displaced on the 30th of December in the same year. On the 24th of September, 1787, he was advanced to be admiral of the white, and retained that of first commissioner of the admiralty till the 16th of July, 1788, when he finally quitted it, and was created an earl of Great Britain on the 19th of August following, by the title of earl Howe. In 1790, a rupture being apprehended with Spain, his lordship took upon him the command of a formidable fleet which was equipped on that occasion, and hoisted his flag accordingly on board the *Queen Charlotte*; but the dispute being quickly compromised, the ships were dismantled and laid up at the close of the year.

On the commencement of the war with France, in 1793, his lordship took upon him the command of the main or Channel fleet. During the first year in which he filled this high station no very remarkable occurrence took place, except that, in the month of November, a slight skirmish happened with the enemy, which was productive of no material consequence. In the following summer that very memorable encounter took place which will, to the latest time, make so conspicuous a figure in the naval annals of Great Britain—the victory obtained on the 1st of June. His lordship sailed from St. Helen's on the 2d of May, and on the 28th of the same month got sight of the enemy's fleet. A partial action took place the same evening, as also on the following day. These skirmishes were the forerunners of the general and decisive engagement\*. His lordship continued to command the fleet

---

\* The account of which, as well as of events immediately preceding, we shall give in his lordship's own words.

“ Admiralty-office, June 10, 1794.

“ Sir Roger Curtis, first captain to admiral earl Howe, arrived this evening with a dispatch from his lordship to Mr. Stephens, of which the following is a copy.

“ *Queen*

fleet some time afterwards; but the enemy, smarting under their severe chastisement, gave him no second opportunity of

“ Queen Charlotte at sea, June 2, 1794, Ushant E. half N. 140 leagues.

“ Sir,

“ Thinking it may not be necessary to make a more particular report of my proceedings with the fleet, for the present information of the lords commissioners of the admiralty, I confine my communications chiefly, in this dispatch, to the occurrences when in presence of the enemy yesterday.

“ Finding, on my return off Brest on the 19th past, that the French fleet had, a few days before, put to sea; and receiving, on the same evening, advices from rear-admiral Montagu, I deemed it requisite to endeavour to form a junction with the rear-admiral as soon as possible, and proceeded immediately for the station on which he meant to wait for the return of the Venus.

“ But, having gained very credible intelligence, on the 21st of the same month, by which I had reason to suppose the French fleet was then but a few leagues farther to the westward, the course before steered, was altered accordingly.

“ On the morning of the 28th the enemy were discovered far to windward, and partial actions took place with them on that evening and the next day.

“ The weather gage having been obtained, in the progress of the last mentioned day, and the fleet being in a situation for bringing the enemy to close action the 1st instant, the ships bore up together for that purpose, between seven and eight o'clock in the morning.

“ The French, their force consisting of twenty-six ships of the line, opposed to his majesty's fleet of twenty-five (the Audacious having parted company with the sternmost ship of the enemy's line, captured in the night of the 28th) waited for the action, and sustained the attack with their customary resolution.

“ In less than an hour after the close action commenced in the centre, the French admiral, engaged by the Queen Charlotte, crowded off, and was followed by most of the ships of his van in condition to carry sail after him, leaving with us about ten or twelve of his crippled or totally dismasted ships, exclusive of one sunk in the engagement. The Queen Charlotte had then lost her fore-top-mast, and the main-top-mast fell over the side very soon after.

“ The greater number of the other ships of the British fleet were, at this time, so much disabled or widely separated, and under such circumstances with respect to those ships of the enemy in a state for action, and with which the firing was still continued, that two or three, even of their dismantled ships, attempting to get away under a spritsail singly, or smaller sail raised on the stump of the fore-mast, could not be detained.

of repeating it. At the death of admiral Forbes, on the 10th of March, 1796, his lordship succeeded to the high station

" Seven remained in our possession, one of which, however, sunk before the adequate assistance could be given to her crew; but many were saved.

" The Brunswick, having lost her mizen-mast in the action, and drifted to leeward of the French retreating ships, was obliged to put away large to the northward from them. Not seeing her chased by the enemy, in that predicament, I flatter myself she may arrive in safety at Plymouth. All the other twenty-four ships of his majesty's fleet re-assembled later in the day; and I am preparing to return with them, as soon as the captured ships of the enemy are secured, for Spithead.

" The material injury to his majesty's ships, I understand, is confined principally to their masts and yards, which I conclude will be speedily replaced.

" I have not been yet able to collect regular accounts of the killed and wounded in the different ships. Captain Montagu is the only officer of his rank who fell in the action. The numbers of both descriptions I hope will prove small, the nature of the service considered; but I have the concern of being obliged to add, on the same subject, that admiral Graves has received a wound in the arm, and that rear-admirals Bowyer and Pasley, as well as captain Hutt of the Queen, have each had a leg taken off; they are, however, (I have the satisfaction to hear) in a favourable state under those misfortunes. In the captured ships the numbers of killed and wounded appear to be very considerable.

" Though I shall have, on the subject of these different actions with the enemy, distinguished examples hereafter to report, I presume the determined bravery of the several ranks of officers and the ships companies employed under my authority, will have been already sufficiently denoted by the effect of their spirited exertions; and, I trust, I shall be excused for postponing the more detailed narrative of the other transactions of the fleet thereon, to be communicated at a future opportunity; more especially as my first captain sir Roger Curtis, who is charged with this dispatch, will be able to give the farther information the lords commissioners of the admiralty may at this time require. It is incumbent on me, nevertheless, now to add, that I am greatly indebted to him for his councils as well as conduct in every branch of my official duties: and I have similar assistance, in the late occurrences, to acknowledge from my second captain, sir Andrew Douglas.

" I am, with great consideration,

Sir,

" Your most obedient servant,

" HOWE."

" P. S. The names and force of the captured French ships with the fleet is transmitted herewith."

" List

station of admiral of the fleet, as being the senior naval officer on the list of admirals.

HUISH, Henry,—is scarcely known to us but as having been appointed captain of the Experiment frigate on the 12th of July, 1746; and of the Deptford, a fifty-gun ship, about the month of August, 1751. He died in England on the 26th of February, 1763, having been, at least during the latter part of his life, unemployed.

HYDE, Frederick,—was lieutenant of the Marlboro' at the time of the well-known encounter with the French and Spanish fleets off Toulon, and was one of the witnesses examined on the subsequent trials, particularly that of captain Ambrose. He was promoted, on the 11th of November, 1746, to be captain of the Gibraltar; but we have not been able to collect any other particulars concerning him, except that he died, on the 21st of March, 1764, having been, like the gentleman last-mentioned, during the latter part of his life unemployed.

JELFE, Andrews,—was the son of Mr. Jelfe, mason to king George the Second, and, we believe, one of the contractors for erecting Westminster bridge. We find him, at the end of the year 1743, lieutenant of the Victory, having been, as we suppose, many years previous to that time an officer in the royal navy; from this station he was soon removed, and happily for him, the Victory being lost not long afterwards. He was promoted, about the month of February 1744, to be commander of the Swallow sloop, and advanced, on the 14th of April, 1746, to be captain of the Port Mahon frigate. He continued in commission during the remainder of the war, and

---

“ List of French ships captured on the 1st day of June, 1794.

La Jufte	-	-	80 guns.
Sans Pareille	-	-	80
L'America	-	-	74
L'Achille	-	-	74
Northumberland	-	-	74
L'Impetueux	-	-	74
Vengeur	-	-	74 sunk almost im-

mediately upon being taken possession of.”

“ N. B. The ship stated to have been captured on the evening of the 28th of last month, is said by the prisoners to be the Revolutionnaire of 120 guns.”

was

was employed on the home station as captain of the *Assurance*, a fifth rate of forty-four guns: nothing farther being mentioned concerning him, except his having been, in the month of December 1747, one of the members of the court-martial assembled at Portsmouth for the trial of captain Fox.

The only subsequent account we have relative to him is, that, in the year 1758, he commanded a seventy-gun ship on the West India station, from whence he returned with a convoy in the month of October. We have no proof of his having held any subsequent command, and know him to have been, during the latter part of the war, unemployed. He died on the 14th of March, 1765.

INNES, Thomas, — was, on the 3d of April, 1746, appointed captain of the *Aldborough* frigate. In this ship he was soon afterwards ordered to the West Indies, where, on his arrival, he was promoted to the *Warwick*, as successor to captain Erskine, who was taken by Mr. Knowles, then commodore on that station, to be his captain in the *Canterbury*. Early in the year 1748 captain Innes was one of the commanders who, under the orders of Mr. Knowles, was engaged in making the successful attack on Port Louis in the month of March, as he was immediately afterwards in that less fortunate one on St. Jago, and the engagement with the Spanish squadron, under Reggio, in the month of September. The *Warwick* and the *Canterbury*, commanded by captain Clark, were so far astern at the time the van began to engage, that they could not get into action till after it had continued upwards of two hours. This event is not so remote but that, it may be well remembered, as having created a series of disputes productive of much injury to the service: the admiral censured some of those whom he commanded; and they in their turn were equally free in their animadversions on their superior.

A series of court-martials took place which tended to encrease the ferment, by keeping up the encounter between accusation and recrimination. Repeated duels succeeded to these; and one, in which captain Innes was a principal, with captain Clark, unhappily proved fatal to the former. The cause which immediately gave rise to it was, from the best investigation we have been enabled to make, an unhappy and violent declaration, made by captain Innes,

Innes, that captain Clark had endeavoured to take away his life, by giving false evidence against him. This was a provocation which, it must certainly be admitted, could not be endured by a gentleman, particularly one in a military capacity. Capt. Clark verbally challenged captain Innes, and the meeting took place, which produced the consequences already hinted at\*. This melancholy disaster took place on the 12th of March 1750: the parties met at seven o'clock in the morning, and captain Innes survived only till twelve o'clock the same night.

KERLEY, Anthony.—We find this gentleman, early in the year 1746, commander of the *Weazle* sloop of war, and stated as the captor of a small French privateer sent into Falmouth. This circumstance, insignificant as it is, comprises all we have been able to collect relative to this gentleman's naval service, except that he was, on the 2d of July in the year just mentioned, promoted to be captain of the *Grand Turk*, a frigate, which we believe had been a captured privateer. He afterwards commanded the *Ranger*, which had also been a vessel of the same description taken from the enemy. We do not find him mentioned in any subsequent command, or noticed in any other way, than as having died, at Plymouth, on the 21st of April, 1764.

KNIGHT, Sir Joseph,—was, on the 31st of July, 1746, promoted from the rank of commander of a sloop of war, to be captain of the *Ruby*, a fifty-gun ship, in which he continued during the remainder of the war, being, in the year ensuing his promotion, ordered to the East Indies with admiral Boscawen. He continued in India after the return of the admiral, serving under commodore Lisle; and on the death of that gentleman, at the Cape of Good Hope, succeeded to the chief command of the squadron as senior captain, in which station he returned to England. No farther mention occurs concerning him after this time till the end of the year 1758, when we find him commanding the *Fougeux*, of seventy guns, one of the squadron sent, under Mr. Keppel, on the expedition against Goree. In the spirited attack of the citadel, which, as we have already related in our account of Mr. Keppel, took place on the 28th of December, Mr. Knight bore a very conspicuous

---

\* The circumstances attending the duel itself will be found given, we hope with more propriety, in our account of captain Clark.

and distinguished share, notwithstanding he was considerably impeded from getting into his station by the Furnace bomb-ketch, which fell on board him when in the act of bearing down. We find no other mention made of him during the continuance of the war, except that he afterwards commanded the Belleisle, a ship of the same rate as the Fougex. After the peace was concluded we do not meet with him as holding any commission till the year 1770, when he was captain of the Ramillies, of seventy-four guns, a guardship at Chatham. In this ship he afterwards hoisted a broad pendant, and proceeded to Gibraltar with a squadron carrying troops. He was afterwards promoted to the Ocean, of ninety guns, at Portsmouth, and had, on the 24th of June, 1773, the honour of knighthood conferred on him by his majesty, under the royal standard, on board the Barfleur, that being the time when the grand naval review took place at Portsmouth. On the 31st of March, 1775, he was promoted to be rear-admiral of the white, which was his first appointment in the rank of a flag officer. He was not invested with any command, nor indeed did he live a sufficient length of time to receive such an appointment, dying on the 8th of September ensuing his promotion, as above stated, after having been in the service fifty-two years.

KNOWLER, Charles,—was, on the 23d of January, 1746, promoted to be captain of the Bridgewater. No other mention is made of him during the war, nor indeed at any subsequent period, for, notwithstanding it may be fairly concluded he held many subsequent commands, we find no farther notice taken of him, except that, in 1770, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He died about the year 1789.

KNOWLER, Thomas,—brother to the gentleman last-mentioned, was third lieutenant of the Namur, under Mr. Mathews, at the time of the encounter with the French and Spanish fleets off Toulon, and was one of the witnesses ordered to England on the trials which afterwards took place in consequence of it. On August 11, 1746, he was promoted to be captain of the Lys, a French prize, which, as well as in the preceding instance of his brother, is the only mention we find made of him during the then existing state of hostilities. Some time after the conclu-  
sion



sion of peace; that is to say, in the beginning of the year 1753, he was appointed to the *Salisbury*, of fifty guns, one of the ships ordered to be equipped at that time for a guardship at Plymouth. In the summer of the year 1755, not long before the actual commencement of hostilities with France, he was appointed to the *Princess Louisa*, of sixty guns, in which ship he could have continued only a very short time, it being sent in the ensuing year to the Mediterranean, with Mr. Byng, being then commanded by captain Noel. No other particulars relative to his services or commands have come to our knowledge after the closest investigation; nor, indeed, have we been able to collect any farther information concerning him, except that he was put on the superannuated list, as a rear-admiral, in the month of March 1775, and died about the year 1784.

LEGGE, Julian, — was, on the 6th of May, 1746, promoted to be captain of the *Inverness* frigate, at that time employed on the Scottish or northern station. He afterwards removed into the *Fox*, which he commanded in 1747, and which is the only particular mention we find made of him during the war; after the close of which he was, in 1751, promoted to the *Bristol*, of fifty guns. In this command he did not continue long, being, in 1753, appointed to the *Shoreham* frigate, and ordered to the West Indies, where he distinguished himself exceedingly by cutting down a number of crosses ornamented with the French king's arms, and copper-plate inscriptions put up by the people of that nation, asserting a claim to all islands which were not absolutely and decidedly possessed by settlers from other European countries.

A number of persons from Bermuda were in the habit of perpetually resorting to the islands in question, principally for the purpose of catching turtle; and, to prevent insult or ill-usage to them as the authors of this very spirited measure, captain Legge left the following written declaration at each place.

“ To prevent any violence being used to any of the people who live on Grand Key, Salt Key, or Seal Key, it is thought proper to leave this declaration, that we cut down the arms of his most christian majesty, and the crosses which were set up as marks of possession upon the said islands, and carried away the same, pursuant to instructions

tions for so doing : and further, that his Britannic majesty will not suffer any marks of possession to be put upon any of the keys or islands, known by the name of Turk's Islands."

He continued in the West Indies for some time afterwards; and, on his return to England, was brought to a court-martial, on a charge, the nature of which, as well as the foundation of it, cannot be better or more fully described than by the following minute of its decision.

" Portsmouth, July 1, 1756.—This day a court-martial was held on board the *St. George*, on captain Julian Legge, late of his majesty's ship *Shoreham*. The charge against him was for a very extraordinary expence made by him in purchasing more stores than were necessary, and for making an alteration in his ship by removing the fireplace, contrary to the 20th article of the general printed instructions; when, after a trial of eight hours, his accounts appeared to the court to be a necessary charge, and he was acquitted of any fraudulent or unofficer-like act; but the alterations in his ship being contrary to the general instructions, the court did think proper to adjudge the sum of fifty pounds to be stopped from his pay."

This adjudication bringing not the smallest impeachment on his character, either as a gentleman or an officer, he was ordered, in the month of September following, with many other distinguished naval characters, as passengers on board the *Ambuscade*, to proceed to the Mediterranean, there to take upon them the command of those ships, whose captains were ordered home to give evidence on the approaching trial of the unfortunate admiral Byng; that allotted to captain Legge we believe to have been the *Princess Louisa*. No farther mention, far as we can find, is made of him till the year 1761, when he commanded the *Sutherland* on the West India station. He was afterwards promoted to the *Temple*, of seventy guns, a ship employed in the same quarter; and being ordered, with the greater part of the naval force stationed there, to proceed against the Havannah, under Sir George Pocock, in the year 1762, died on the 29th of June, some time before the conquest was effected.

LLOYD, John,—was, on the 4th of September, 1746, appointed commander of the *Deal Castle*. He was in the  
ensuing

ensuing year one of the captains ordered to the East Indies under rear-admiral Boscawen; but on this occasion removed into the *Eltham*\*. He is said to have afterwards commanded the *Sphinx*; but this we have many reasons to believe is an erroneous report. He is said, in 1753, to have commanded the *Arundel*; but even this we dare not assert as a fact, thinking it not improbable that he may be confounded with his name-sake William Lloyd, of whom hereafter. The same reason operates against us with respect to his having, in 1755, been appointed to the *Chesterfield*, of forty guns. If we are fortunately correct in these two instances, and which for the present we shall presume on as true, captain Lloyd continued in the *Arundel* till his removal into the *Chesterfield*. In this ship he afterwards proceeded to the Mediterranean to join commodore Edgeworth, and continuing there, afterwards served under the unfortunate Mr. Byng. He was one of the officers ordered to England as an evidence on the subsequent trial. In 1759 he was senior captain, or commanding officer of a small flying squadron stationed in Quiberon Bay, where he displayed great activity and much address in watching and strengthening the enemy. But no farther mention is made of him during the war, except that, towards the conclusion of it, he is said to have commanded a third rate, the name of which we have been unable to discover. About the end of the year 1770 he was appointed to the *Cornwall*, of seventy-four guns, one of the ships ordered to be fitted for sea at Plymouth, in consequence of the rupture which it was then daily apprehended would take place with Spain. How long he continued in this ship is not precisely known, but we do not believe him to have held any command after he quitted it.

On the 31st of March, 1775, he was advanced to the rank of rear-admiral of the blue, as he was, moreover, to the same station in the red squadron, on the 3d of February in the ensuing year; and, on the 29th of January,

---

\* The particulars of his service, while employed on this expedition, will be found by referring to the life of Mr. Boscawen. See vol. iv. p. 817 et seq. He in particular commanded the corps of seamen which joined the army at the siege of Pondicherry.

1778, to be vice-admiral of the blue, but never appears to have accepted any command as a flag-officer. His last promotion he did not long survive, dying on the 8th of March ensuing (1778).

**MONTAGUE, John.** — The first information we have of this gentleman is, that in the year 1745 he was commander of the *Hinchinbroke* sloop of war; from which he was, on the 15th of January, 1745, promoted to be captain of the *Ambuscade*, of forty guns: other accounts, we believe erroneously, say the *Rose*: but if he really ever was appointed to the ship last-mentioned, he certainly continued in that command a very short time only. In 1747 we find him still captain of the *Ambuscade*, and attached to the squadron employed in the Channel under vice-admiral Anson. No other mention is made of him while he continued in that ship. He was about this time chosen representative in parliament for the borough of Huntingdon, and in the beginning of the year 1748, was promoted to the *Greenwich*, of fifty guns; from which he was, almost immediately afterwards, advanced to be captain of the *Kent*. On the 2d of December he married Miss Sophia Wroughton, by whom he left several children, two of whom we shall hereafter have occasion to give some account of\*. He continued in commission during the two ensuing years, having been one of the members of the court-martial held on board the *Invincible*, in the month of June 1749, for the trial of the mutineers on board the *Chesterfield*; and of that convened, in the month of December 1750, for the trial of admiral Griffin.

No particulars have come to our knowledge relative to this gentleman, subsequent to the above time, till the year 1755, when, on the apprehension of a rupture taking place with France, he was appointed captain of the *Elizabeth*, of seventy guns, one of the ships ordered to be got ready for sea at Portsmouth, but no direct mention is made of the services in which it was afterwards employed during that season. In 1757 we find him captain of the *Monarch*,

\* Captain James Montague was unfortunately killed in the action with the *Invincible* on the 15th of June 1754, and the present vice-admiral is a third

son of the late admiral.

a third rate carrying seventy-four guns\*, and employed on the Gibraltar and Mediterranean station, under Mr. Osborne. In this ship he had the good fortune to assist in the destruction of the small French squadron which endeavoured to get out of Toulon, in order to effect a junction with M. De la Clue at Carthagenæ. The *Ori-flamme*, of fifty guns, was driven on shore under the castle of Aiglos, off the coast of Spain, by captains Montague and Rowley, who, to form a whimsical coincidence of names, then commanded the *Montague*. In addition to the slender particulars just given we have nothing to add relative to this gentleman, during the war, except that, in the year 1760, he was appointed to the *Norfolk*, of eighty guns, and, for a short time in the succeeding year, commanded the *Princess Amelia*, of the same force, both of them employed in the Channel†, where, as we have already had frequent occasion to remark, no naval event in any degree interesting took place, after the memorable defeat of *Conflans* in 1759.

During the succeeding period of peace we find him, in 1766, commanding the *Dragon*, of seventy-four guns, one of the guardships stationed at Chatham, in which he continued, according to the general custom of the service, three years. A rupture with Spain being apprehended in 1770, and a promotion of flag-officers taking place in consequence, Mr. Montague was, on the 18th of October, advanced to be rear-admiral of the blue, and sent out

\* The unfortunate admiral Byng was shot on board this ship, in Portsmouth harbour, on the 14th of March, 1757, captain Montague at that time commanding her.

† At the end of the year 1761 he narrowly escaped being burnt in this ship in Basque road, as appears by the following account.

“ Three fire boats, of fifty tons each, were set a float under the command of the captain of the port’s son, assisted by four men of war’s boats; but, through precipitation, mistake, or accident, two of them blew up and every soul perished. The explosion was terrible; they continued burning with great fury from one, till daylight. As the wind blew when they took fire they were in the stream of the *Princess Amelia*, captain Montague, an eighty-gun ship; but providentially the wind shifted from W. to N. W. and drove them clear off the whole squadron. They were chained together; and if they had been managed with that coolness and intrepidity which such an enterprize requires, they might have done fatal execution.”

commander-in-chief to Halifax. Early in 1771, the appearance of hostilities vanishing, of course nothing material occurred during the time he was absent on that station. On the 31st of March, 1775, he was farther advanced to be rear-admiral of the red; as he was, on the 3d of February, 1776, to be vice-admiral of the blue. In the same month he was appointed governor of Newfoundland, and commander-in chief on that station: he accordingly sailed at the usual period, having his flag on board the Romney. By a judicious distribution of the cruisers under his command he effected very material injury, not only to their American privateers but also to the commerce of that country\*. In 1778, on the first intelligence of the rupture between Great Britain and France, having his flag on board the Europe, of sixty-four guns, he dispatched commodore Evans, with a sufficient force, for the purpose of reducing the islands of St. Pierre and Miquelon, an enterprize which was effected without difficulty or even bloodshed. He returned to England at the conclusion of the year, and never afterwards accepted of any more active command than that of port admiral at Portsmouth, when he was appointed to after the conclusion of the war: he held it during the usually-allotted period of three years, having his flag on board the Queen, or ninety guns.

Almost immediately on his return he was one of the members of the court-martial, held at Portsmouth, for the trial of admiral Keppel, on which occasion he appeared so strenuous an advocate of what he thought the honour of the court, that many violent altercations took place between himself, the prosecutor, and some of the witnesses who would not answer his interrogatories in the manner he wished. On the 8th of April, 1782, a complete change of ministers having taken place, he was advanced to be admiral of the blue, as he was farther, on the 24th of September, 1782, to be admiral of the white. Having never accepted of any appointment as a flag-officer, except that which we have already stated, nothing farther occurs

\* On the 18th of April, 1777, he was advanced to be admiral of the white, and, on the 25th of January, 1778, to be admiral of the blue.

for our observation, except that he died at his house near Fareham, Hants, towards the end of August 1795, with the universal reputation of a man possessing the strictest integrity, and a most benevolent heart, unhappily alloyed by some intemperance.

PALLISER, Sir Hugh, Bart. — This brave man, and judicious officer, was descended from an ancient and respectable family possessed of a considerable estate at Newby-wisk, in Yorkshire. His father, the younger son of a numerous family, was a captain of foot. He married the daughter of Humphrey Robinson, esq. of Thicket-hall, in the county of York, and was severely wounded in the battle of Alinanza. His two elder brothers were also wounded, and died lieutenant-colonels in the army: but the eldest of them having nearly ruined the Yorkshire estate, sold it and settled in Ireland, where he improved his fortune, lived to the age of one hundred, and entailed six hundred pounds a year on the subject of this article. Another of the family was tutor and friend of the celebrated Locke; died archbishop of Cashel, and made considerable endowments on the college of Dublin. Sir Hugh Palliser was born at Kirk Deighton, in the county of York, on the 26th of February, 1722. He was sent early to sea under the protection of his relation, a captain in the navy. He was attached to his profession, so that he soon gained the character of a skilful seaman and an able officer, together with the friendship as well as good opinion of his superiors, amongst whom were to be reckoned lord Anson, admiral Boscawen, and sir Charles Saunders. Under their auspices, without the aid of high birth, powerful connexions, or party interest, he gradually rose to eminent stations in both the military and civil branches of the naval service. He also received honourable marks of approbation from his sovereign, though experiencing what officers of the most eminent merit had encountered before him, the jealousy and ill-will of the envious, which attach to the nature of all popular governments like that of Britain.

• in the end instigated the attack of a powerful party  
• red himself equally zealous for  
• itions, without court-



He was made lieutenant in 1742; in that station he became first of the *Essex*, commanded by captain Richard Norris, in the engagement off Toulon, on the 11th of February, 1744. Captain Norris being backward and behaving ill, was ordered to be tried by a court-martial; but the court construing the order to be only for a court of enquiry, the captain was permitted to quit at Mahon, and never appearing again, he was struck off the list. The behaviour of the lieutenants of the *Essex* was much approved of, and the house of commons voted the court-martial proceedings arbitrary, partial, and illegal. The great trials shortly ensued, when several officers, and amongst them, admiral Lestock, paid many compliments to the abilities and judgement of lieutenant Palliser, notwithstanding a material part of his evidence tended to operate against that admiral.

In July 1746 lieutenant Palliser was promoted to be commander of the *Weazle* sloop; and, on his station off Beachy Head in a very short time he captured four French privateers\*, which acquired him, on the 25th of November following, the rank of post captain in the *Captain*, of seventy guns, under commodore Legge, just appointed commander-in-chief at the Leeward Islands, on whose death captain Palliser moved into the *Sutherland*, of fifty guns, that he might accommodate the senior captain (afterwards sir George Pococke) with the large ship. The *Sutherland*

---

\* The capture of two of them is officially related in the following manner, which is so extremely honourable to captain Palliser, whose force was not more than equal to one of his opponents, that we have inserted it at full length.

“ Admiralty-office, October 14th.

“ Captain Palliser, in his majesty's sloop the *Weazle*, being on a cruise off the Isle of Wight, on the 8th instant, at ten in the morning, saw a shallop, which he gave chase to, and at one came up with her and took her. She was called the *Jeantic*, a French privateer belonging to Boulogne, mounting six carriage and six swivel guns, and had forty-eight men on board, and was commanded by Antoine Colloit.

“ When captain Palliser had shifted the prisoners he gave chase to another vessel, and at dark came up with and took her. She was called the *Fortune*, a French privateer, of Honfleur, mounting ten carriage and ten swivel guns, and had ninety-five men on board, commanded by John Gillicre. Both the prizes are brought into port.”

having



having been dismasted in an hurricane, captain Palliser lost the opportunity of sharing with the rest of the fleet in the capture of a very large French convoy, which had been dispersed by sir Edward Hawke. An additional misfortune afterwards befel him in the same ship when cruising to the leeward of Martinico: being in want of water he proceeded to Prince Rupert's bay, Dominica, at that time inhabited by only a few straggling French, and savages. Having ordered a party of marines to land for the protection of the waterers, the armourer, in taking the arms out of the chest on the quarter-deck, by some carelessness, struck fire: this communicated to the cartouch boxes therein, and occasioned all the arms to go off. The captain, who was then sitting on the other arm-chest on the opposite side of the deck, was immediately wounded and disabled from moving, by a ball, which entered on the left side of his back, and was taken out at his right groin; another struck his right hip, and a third his left shoulder. The armourer and his mate were both killed, but the captain, having youth and health on his side, with able assistance, recovered contrary to the expectations of the surgeons themselves. He remained ever after lame in the left leg, having a perpetual and sometimes very excruciating pain, which at length occasioned his death. Notwithstanding this accident he persevered in following the service, being in commission for the Sheerness frigate, on the peace with France and Spain in 1748, and was sent express to admiral Boscawen, in the East Indies, with news of that event. In 1750 he was appointed to the Yarmouth guard-ship at Chatham; and shortly afterwards moving into the Seahorse, a twenty-gun ship, was ordered to the coast of Scotland, to endeavour the interception of the disaffected who had projected schemes with the court of France, for returning secretly to Scotland in order to raise new disturbances there. His diligence in this service gained him the ill-will of a numerous party in that country, who concerted together how to interrupt and distress him. Many plans were unsuccessfully laid to entrap him; and the captain having orders to enter all such volunteers as offered, they forged an indenture for one of that description, alledging that he was an apprentice to the master of a ship, and engaged the judge of the

vice-admiralty court of Scotland to proceed against captain Palliser for entering him, but the captain refusing to let the man be taken out of the king's ship, the next time captain Palliser went on shore he was arrested by warrant from the judge of the vice-admiralty court, and imprisoned for some days in the Tolbooth prison at Edinburgh, until the lords of sessions interposed their authority, superseded the warrant and released the captain. The master of the vessel who countenanced the forged indenture fled the country.

In the beginning of the year 1753 he was appointed captain of the Bristol, a ship of fifty guns, ordered to be fitted at Plymouth for a guard-ship. He did not, however, long continue to hold this command, for government having determined to send general Fraunceux with an army to Virginia, to drive the French from their encroachments on the back settlements of that province, commodore Keppel was ordered with two fifty gun ships and some frigates to Virginia, and captain Palliser, with the Seahorse and Nightingale, was directed to convoy the transports, having on board two regiments from Ireland, to Hampton in Virginia. He sailed in January 1755, but, instead of going the usual tract, he ran to the southward as far as the Tropic, thus avoiding the bad weather at that season of the year, and found commodore Keppel, general Braddock, and the ships with them, had arrived a very short time before at Hampton very much damaged by the heavy gales they met within the usual tract. The ship's companies were extremely sickly, and the commodore had provided hospitals for the troops under captain Palliser's convoy, expecting they would arrive in the same condition. On the contrary, they all appeared in very good health, and proceeded immediately up the river Potomack to Alexandria, where no king's ships, or any ships so large as the transports, had ever been seen before. Here was held the first congress, consisting of the commanding general, commodore, and all his majesty's governors of the colonies; and here the provincial troops of Virginia, under captain (since president at Washington) joined the king's troops. After general Braddock's death and defeat, commodore Keppel returned a passenger to England, in the Seahorse, with captain Palliser.

1754-55

Hostilities having commenced with France in September 1755, captain Palliser was commissioned to the *Eagle*, of sixty guns. On the 30th May, 1757, being on a cruize off Ushant, in company with the *Medway*, of sixty guns, they in the night fell in with and gave chase to a French East India ship, named the *Duc D'Aquitain*, mounting fifty guns, all French eighteen pounders, on two decks, and four hundred and ninety-five men. She had landed her cargo at Lisbon, and was on her way to Port L'Orient. At day-light she appeared with her lower tier run out. The *Medway* shortened sail to clear ship; this gave the *Eagle*, she being clear for action, the opportunity to pass her and begin the attack at two ship's lengths, so that almost every shot took place. After a short but very sharp action she struck as the *Medway* came up, having fifty-one men killed, and the number of wounded not ascertained, with ninety-seven shot-holes through both sides. Her main and mizen-masts fell just as she struck. The *Eagle* had ten men killed and thirty-two wounded, with twenty-one shot through her sides. The commander of the *Medway* was very unjustly reflected on, for it is certain that nothing but his ship not being clear prevented his beginning the action, for he afterwards gave repeated proofs of his bravery in several actions during that war.

In July 1758, captain Palliser being then commander of the *Shrewsbury*, of seventy-four guns, to which ship he had been appointed in the early part of the year, lord Anson detached him with a squadron to cruize as near the entrance of Brest as he could with safety, in order to watch the French fleet in the road. Whilst on that service he fell in with a fleet of coasters, under convoy of two frigates, which he drove on shore at the entrance of the bay D'Hodiernes, and captured some of the trading vessels.

In the year 1759 he was, with admiral Saunders, on the successful expedition against Quebec; on which occasion he commanded the body of seamen which landed and took possession of the Lower Town. In 1760 he served under the same admiral in the Mediterranean, who detached him with an equal force after a small French squadron which had slipped out of Toulon, and were gone up the Levant to parade and persuade the Turks that the

French fleets were not blocked up by the English. Captain Palliser chased them into the Turkish ports, under protection of the grand signor's batteries, in the harbours of Zudia, in Candia, and Napol di Malvazca, in Morea. Nothing but respect to the neutrality of the grand signor's ports prevented their destruction; and the English ambassador at the port made a proper use of the event, to the disgrace of the French and the high honour of the British name at Constantinople.

In 1762 he was dispatched with three ships of the line and a frigate to retake St. John's in Newfoundland; but on his arrival he found that lord Colville and colonel Amherst had anticipated that service: and, after the peace in 1764, he was sent out thither again as governor and commodore for the protection of that Fishery, against the encroachments of the French, having under him a fifty-gun ship, the *Guernsey*, which bore his broad pendant, and several frigates. He then met with a French commodore with a similar force pretending to regulate their own fisheries and settle disputes with ours, but, in reality, encreasing them; wherefore commodore Palliser warned the French commodore to quit the coast, informing him that the sovereignty of the island belonged to Great Britain, and that he would not suffer any foreign authority to interfere with his government. On account of this and other spirited exertions, the French ambassador, in London, presented many memorials against governor Palliser; but the latter was well supported by the ministry. Amongst other things the French pretended that Cape Ray was Point Rich, thereby introducing a claim to the fishery all along the west coast of Newfoundland. In support thereof they alledged that the English chart misnamed those places, and that the names therein had been transposed for the purpose of curtailing their bounds. Their ambassador produced a French chart sent to him, in which those places were named agreeable to the claim they contended for. But this commodore Palliser soon confuted, by shewing, that all the English charts were extant before Point Rich was made a boundary point. He happened to have in his possession a French chart, being an impression from the same plate as that which the French ambassador produced. Point Rich and Cape Ray were there placcd the same as  
in

in the English charts. He clearly fixed the fraud of altering the plate and transposing those names with the French government, for the purpose of supporting the encroachments. Of this transaction the French ambassador himself seemed to be ashamed.

In 1770 commodore Palliser was appointed comptroller of the navy, and elected an elder brother of the Trinity House. In 1773 he was created a baronet; in 1774 chosen representative in parliament for Scarborough; in 1775 promoted to be a flag-officer; and, as at that time it was a rule that a comptroller of the navy should not hold his seat at the board with his flag, he was appointed one of the lords of the admiralty, as successor to the earl of Bristol. In the same year his great friend, sir Charles Saunders, died, leaving him a legacy of 5000*l.* and sir Hugh Palliser succeeded him as lieutenant-general of marines. On the 29th of January, 1778, he was advanced to the rank of vice-admiral of the blue.

Towards the end of 1777, and in the beginning of 1778, the warlike preparations made by the French manifested their intentions to support the revolted English colonies against the mother country. The American war at this time was very unpopular, and all possible means were made use of, according to a well-known phrase, both within and without doors, to retard the operations of government. There were notwithstanding many well-intentioned persons of rank in the opposition, who, though they disapproved the American war, could not silently behold the armaments of a natural enemy going forward; they therefore gave early intimation of the danger: of this number was admiral Keppel, who at that time resided on the Continent, and was in the habit of corresponding with sir Hugh Palliser. When the opposing fleet of England was preparing, the latter laboured much, and at length succeeded in bringing about the appointment of the former to the chief command, being himself selected to serve under him in the third station: with this admiral Keppel expressed himself well pleased, and informed sir Hugh, by letter, that he was one of the very few he could depend on. The indecisive action which took place with the enemy on the 27th of July following, is not only too well known to be now described,

scribed, but has been already sufficiently enlarged on in our account of the commander-in-chief. The subsequent disagreement between those officers seemed converted into mischievous consequences, as we have already very forcibly remarked, by the rancour of party and the wickedness of interested persons. Doubtless both the admirals were unitedly zealous in doing their duty to the utmost against the insidious designs of France, the ambitious and hereditary enemy of their country; but as the event of the 27th of July, was unsatisfactory to the nation in general, the opposition took advantage of the discontents to inflame the country against the ministry, first by suggesting that admiral Keppel had orders not to act with vigour against the enemy; and, when the falsity of that assertion was exposed, by attributing, as a second charge, the ill success of the fleet to the difference between admiral Keppel and sir Hugh Palliser, in political principles on the American war, they coloured the aspersion by referring to the situation of the latter as an active lord of the admiralty; they of course represented him as the supporter of the existing administration, and by implication subservient to certain pretended views of debasing their friend the commander-in-chief. Thus the whole weight of popular opposition was employed to transfer the cause of disappointment to the junior officer: this was done while both parties were again absent at sea, and apparently on the same confidential and friendly footing as before.

The fleet returned to Spithead on the 26th of October, and sir Hugh Palliser finding that many envious insinuations and gross falsehoods had made strong impressions to his prejudice, he traced and discovered them, as he supposed; industriously circulated from dangerous quarters, on which he demanded, but could not obtain what he demanded, a fair discussion. Sir Hugh then took such decisive steps as brought on him the disagreeable but absolute necessity of calling for courts-martial on admiral Keppel and himself, that each might have an opportunity of vindicating his own conduct, and the nation be satisfied where the blame lay. The trials accordingly commenced: that of Mr. Keppel ended in the manner well-remembered and already stated: and, in conclusion, sir Hugh Palliser was acquitted, and the sentence declared, that

that his behaviour, on the 27th and 28th of July, was *highly meritorious and exemplary*, than which nothing could be more honourable \*.

During

---

\* As we have already given the material substance of the defence made by Mr. Keppel, we shall, in equity and justice to sir Hugh, sub-join the following extract, from a speech delivered by him in the house of commons, on the 4th of December, 1780, in which he publicly assigns the reasons which actuated his conduct, both immediately after the action, while the two fleets were in sight of each other, as well as the measures taken by him on shore, previous to the commencement of the court-martial.

" The event of my trial confirmed me in the expectation with which I had before consoled myself. My judges proved superior to the influence of party and the dread of unmerited unpopularity, discharged their office with a determined impartiality, and the result was a sentence, which I shall ever think most honourable to me. In the introductory part of it my judges declared, that my conduct and behaviour were, in many respects, highly exemplary and meritorious. Though too the court had scrutinized into every part of my conduct with an almost unexampled strictness, the only omission which could be suggested was, that I did not inform the commander-in-chief of the disabled state of the *Formidable*: but so far was the court from imputing this to a blameable cause, or from attributing the least ill consequence to it, that they stated it in dubious and reluctant terms, simply pointing it out as a matter of opinion; and having so done, they concluded with an absolute acquittal. Indeed, had I conceived that there was a probability of imputing such an omission to me, I should have been more full in my explanation on this head. I did take notice that the signal of distress, in the fighting instructions, was not applicable, and that the condition of the *Formidable* was so apparent, as to make any information from me unnecessary. I also noticed that I had no frigate by which I could send information; the *Milford*, which was the only frigate in my division, having been taken from me, by Mr. Keppel, early in the afternoon. But I might have advanced several steps further to obviate the idea of omission. Till the *Fox* reached me between seven and eight at night, Mr. Keppel's own conduct did not leave me the least room to suppose him ignorant of the *Formidable*'s inability to reach the length of my station in the line, for he not only did not make any enforcing signal to signify his expectation of seeing my division in the line, till thirteen minutes after six, when the signal for coming into his wake was hoisted a second time; but also, on putting out the pendants of several ships of my division at half an hour after six, he did not think fit to make my pendant one of the number; whence I concluded that he knew my condition, and therefore did not expect me. In respect to afterwards sending information by the *Fox*, if I had thought it necessary I had not the opportunity, the *Fox* having separated from me before I could finish what I had began to say to her captain. What other means I could have devised to send an explanation to Mr. Keppel,



During these commotions, sir Hugh Palliser having resigned the lieutenant-generalship of marines, and his seat

---

Keppel, time enough to answer any purpose, I am still to learn : but all this is not of importance to me ; the terms in which the omission is stated, with the acquittal which follows, sufficiently protect my character, being repugnant to the most remote idea of criminal imputation.

“ Since my trial I have patiently waited for the subsiding of the public prejudices, and, so far as regards my exculpation from the charges for my conduct on the day of engagement, I have reason to believe, that the proceedings on my own trial have opened the eyes of many, who, before they knew what was my defence, had been seduced into an injurious opinion of me ; and, I trust, that the more thoroughly the grounds on which my judges acted are examined and understood, the more convincing the proofs of my innocence will appear.

“ But still some unfavourable impressions continue to operate against me on account of my accusation of Mr. Keppel, and for this I have been blamed even by some persons of great respect, who were far from being indisposed to form an impartial judgment if they were furnished with the necessary materials.

“ In this part of the case my ill fortune exposes me to the most embarrassing disadvantages. On the one hand there is a sentence acquitting admiral Keppel and declaring my charges malicious and ill founded : but, on the other hand, the manner in which I was urged and driven to become an accuser, and the grounds on which I could have sustained my charges, are not only ill understood, but, in truth, have never yet been explained by myself. The proper time for discussing this matter was when Mr. Keppel was on his trial, but then the opportunity was denied me. The trial being closed, and a judgment of acquittal irrevocably pronounced, it might seem invidious and unbecoming on my part to publish to the world what I should have offered in support of my charges : such a measure I have therefore declined hitherto, nor will I be ever induced to adopt it by any thing less than its being authoritatively called for, or the most apparent impossibility of otherwise resisting the attempts to complete my ruin : but then the difficulty is how to avoid such an extremity without surrendering myself a quiet victim to the persecuting spirit of my enemies. The leaders of them have continually been loading my name with reproaches ; and though some of them on many accounts have a title to much respect, yet even those so far forget all manliness of character, as to assail me with the most embittered eloquence in this house, when it was known that I could not be present to defend myself : now too that I am present they know the advantage they derive from my being unendowed with qualifications for a popular assembly, and thence they are encouraged to recommence their attacks, though surely they cannot imagine that I shall sit still without at least endeavouring to give a check to any aspersion aimed at me personally ; under these circumstances, should I continue acquiescing in these public attacks of my character without any attempt to repel



seat in parliament, to accommodate a timid ministry who stood in awe of a powerful opposition, his majesty, on his honour-

repel them, more especially at this time when I am threatened with new efforts to keep me out of the service of my country, I should establish the credit of the misrepresentations by which I deem myself so highly injured; some explanation on my part is, therefore, immediately requisite, to disappoint my enemies of the final accomplishment of their designs.

"It is not, however, my intention to revive the consideration of the past transactions relative to admiral Keppel and myself, further than he and his friends shall compel me by their hostilities. I am well convinced not only that very ill consequences have already arisen to the public service from the contest between that gentleman and me, but that new mischiefs will be generated if the subject is resumed; under this impression I think it incumbent on me to make great sacrifices of my own private feelings, rather than administer the least presence for any further discussion of the grievances of which the honourable admiral and I respectively complain: therefore on the present occasion I shall avoid speaking to many points in which my character is interested, and I shall keep within much narrower limits than I should prescribe to myself, if I aimed at the full defence of my conduct towards the honourable admiral who is opposed to me.

"The friends of the honourable admiral, in their invectives against me, seem to place their chief reliance on the sentence pronounced by his court-martial, I mean that part of the sentence which declares my charges malicious and ill founded. This is the bitter spring from which my enemies draw poison to impregnate their licentious declamations.

"If the admiral's friends were content with appealing to this sentence as a testimony of his innocence, I, on my part, for the sake of public tranquillity, would forbear all complaint and objections: but when the admiral or his friends, aiming at a further persecution of me, apply that sentence to fix upon me the stigma of being a false and malicious accuser, I cannot acquiesce: the injury is too gross to be patiently submitted to; as such I feel and will resist it.

"It has been urged against me that I was too late in my accusation, and that, if I had thought the honourable admiral guilty of misconduct, I ought to have avowed my sentiments, immediately and without waiting till he accused me. I answer thus: from the beginning the conduct of the admiral was not adequate to my expectations; I thought that the engagement of the 27th July was injudiciously conducted; that the manner of carrying us into action was disorderly; that there was too much neglect of manœuvres, too much contempt of the enemy, too much confidence at first, and too much awe of the enemy, too much distance from them, too much diffidence of ourselves afterwards. But my friendship and esteem for the admiral, his previous services to his country, his high name in the world, these moved me to a favourable construction; and thus influenced, I imputed the mis-

carriage

honourable acquittal, was graciously pleased soon afterwards to appoint him governor of Greenwich-hospital, on the

carriage of the day to error of judgment, to ill health, to ill advice, to ill fortune, to every thing devoid of that evident and positive criminality which might force me to undertake the painful office of accusing one whom I then deemed my friend. As there was not room for praise I did not bestow it, and as I then conceived that the admiral's failures might not be wilful, I both avoided public accusation and most rigidly abstained from secret detraction: but new lights and new occurrences presented to my mind a very different view of the admiral's conduct. When the discontent increased through the nation in consequence of the reflect on that a superior fleet of England had for a time declined continuing to engage an inferior one of France, and permitted it to return into port, in the middle of summer, unpursued, the officers, relations, friends, and dependants of the honourable admiral, thought fit to account for this new phenomenon at the expence of my reputation, and, for that purpose, some of them published to the world, that my defaults had prevented a second engagement. Being thus injuriously attacked, I both personally and by letter solicited the honourable admiral to give a check to such aspersions, but he refused to do this justice to my character: and on conversing with him and his first captain, I found that they not only countenanced the slanders against me, but added to their number by refusing to acknowledge, either that on coming out of the action I instantly wore to return to the enemy, or that they had even once seen me on the proper tack for that purpose. This explanation from the honourable admiral and his first captain excited both astonishment and suspicion, I was amazed at their denial of such uncontroversible facts, and at the admiral's adopting a language so inconsistent with the high commendation of me in his public letter, and I then saw that there was a plot concerted to destroy my character without a trial, and so to make me chargeable for the admiral's failures. My feelings on the occasion were the stronger because I was conscious that the chief part of the battle had fallen to the share of me and my division, that I had an example of forwardness to pursue our blow, by instantly returning upon the enemy, and continuing to stand towards them again, that though the last cut of the engagement, I was advancing to be the first in the renewal of it, and that I should have had that honour if the admiral had not declined renewing the action and taken his fleet in a direction from the enemy. Under these circumstances it was natural that I should scrutinize the admiral's conduct more rigidly, and no longer see it with the partial eyes of a friend. Upon such a view of the unhappy misarrange, I at length reported to you my feelings before had mentioned in casual terms, though I had desired, more precisely an account of our errors in the day, and such as it might not seem to me to preserve the honour of the admiral. I then again meeting the enemy, I was enabled to see that I had indeed been a man inefficient to me.

the death of sir Charles Hardy. He was again chosen representative in parliament for the borough of Huntingdon; but at the ensuing general election, his old connexions and friends having coalesced with the opposition, his and their own enemies, he declined appearing any longer in so public a character, and retreated to the comforts of retirement with the most valuable blessings that heaven can bestow in this life, contentment, peace, and purity of mind.

He died admiral of the white, governor of Scarborough-castle, one of the elder brethren of the Trinity-house, and governor of Greenwich-hospital, at his country seat, the Vache, in Buckinghamshire, on the 19th of March, 1796, aged seventy-four, in consequence of a disorder induced by the wounds received on board the Sutherland, in 1747, as mentioned in the former part of this narrative. The title descends to his great nephew, Hugh Palliser Walters, esq. and he left considerable sums for charitable purposes, with many legacies; but the bulk of his fortune, real and personal, he willed to his natural son, George Palliser, esq. A suitable monument is erected to his memory in the parish church of Chalfont St. Giles's, in the county of Bucks, where his remains are interred\*.

---

formed a very high opinion, it is probable that my mind would have shaped a different course: probably my first judgement of the matter might have been the same harsh one as is conveyed by the charges against the admiral. But what apology can he make for the lateness of his accusation; he who had the charge of the fleet and the command-in-chief; he in whom the nation reposed its confidence, not only for the discharge of his own duty, but to see that those under him completely performed what they owed to the state? What apology can he make for first praising me by a public letter, and in equal degree with sir Robert Harland, and afterwards accusing me for the same affair? Shall he be at liberty to retract his applause and to substitute accusation for it? Shall he be allowed to say that his heart dictated censure whilst his pen wrote praise? And shall mere silence restrain me from accusation, or be imputed to me as insincerity and inconsistency?

“As to the state of the proofs on the two trials I purposely avoid all comparison, because that would be entering into the merits of them, which I think would at this time be improper.”

\* The funeral, in obedience to his own requisition, was very private: the chief mourners were, admiral Bazely, captain Hartwell, George Hartwell, esq. and another gentleman.

An

An anonymous writer, who certainly was no relative or interested person, from his having much mistated the manner in which he received his fatal hurt, gives the following character of him.

"As a professional man, he was found superior to most of his contemporaries in maritime skill, judicious in his dispositions and decisive in their consequent operations; in private life, conciliating in his manners and unshaken in his friendships; the wise and salutary laws which he caused to be enacted for the benefit of his country, and the comfort and happiness of the poor fishermen in Newfoundland, during his government of that island, are proofs of a sound mind, of a humane and benevolent disposition."

To this character we have briefly to add from ourselves, that however his friends may wish he had in some few points acted differently from what he did, his most violent enemies cannot but confess their own malignity, in having endeavoured to attach, as crimes to him, things which never existed even in his thought, and in having reprobated those very errors which their own conduct fatally gave birth to.

It is no difficult matter to draw a conclusion from facts after they have taken place; and we believe no moderate man will, at the present day, deny, that if the popular voice had been less clamorous, neither party would have proceeded to the lengths they did; the service would not have been rent into contending factions and parties, and the public cause of the country would have been materially benefited. No one can dispute on the one hand that the vice-admiral possessed a warm temper, and in too great a degree for a cautious or designing man; so on the other can no one disbelieve him to have possessed honour, judgement, and intrepidity.

For more than the last fifteen or sixteen years of his life he seldom or ever lay down on a bed from the constant pain in his leg, which he bore with the most manly fortitude. He was under the necessity of composing himself in an easy chair, sleeping at intervals; and when awake he placed the wounded limb on the contrary knee, in which position he employed himself in rubbing the bone (for it was lit-  
to afford  
of ad-  
deep again insensu  
no.  
-OT,

PIGOT, Hugh,—was the brother of sir George, created baron Pigot, of Patshull, in the county of Dublin, and, in 1775, appointed, for the second time, governor of Madras, where he was treacherously seized by an infamous junto of people, who had been appointed to act under him in a subordinate station, and by whom he was, not long afterwards, most vilely murdered. Mr. Pigot we find to have been lieutenant of the *Romney*, a fourth rate, of fifty guns, in 1743; and advanced, in 1745, to be commander of a fireship. He was afterwards, on the 22d of April; 1746, promoted to be captain of the *Centaur*. But after this time no mention is made of him till the year 1755, when he was captain of the *York*, of sixty guns, one of the ships put into commission in consequence of the then justly-apprehended rupture with France. He continued in the same ship several years, and, in 1758, was employed, under the orders of Mr. Boscawen, on the successful expedition against *Louisburg*. Early in 1760 he was promoted to the *Royal William*, of eighty-four guns, a ship employed, during the remainder of the war, in the Channel: but the most material notice we find taken of him is, his having, in the month of May 1760, chased into the Groyne the *Diadem*, a French third rate, carrying seventy-four guns, which was bound to *Martinico* with stores, and specie for the payment of the soldiery.

After the conclusion of the war nothing consequential is said of him till the year 1769, when he was appointed colonel of the second or *Portsmouth* division of marines; a short time before which he had been chosen representative in parliament for the borough of *Penryn*. In 1771 he was appointed to the *Triumph*, of seventy-four guns, one of the ships ordered to be equipped in consequence of the dispute with the court of Spain, relative to the *Falkland* islands. Matters being, however, amicably accommodated, those which were not retained as guardships were put out of commission and dismantled soon afterwards. Mr. Pigot, after quitting the *Triumph*, held no subsequent commission as a private captain. On the 31st of March, 1775, he was advanced to the rank of rear-admiral of the white; as he was moreover, on the 3d of February in the year ensuing, to be vice-admiral of

the blue: on the 29th of January, 1778, to the same rank in the white squadron; and, on the 19th of March, 1779, to be vice of the red. In the new parliament, chosen at the end of the year 1780, he was returned member for Bridgenorth. During all this time he never accepted of any command, nor did he afterwards, till the era of that extraordinary civil revolution which took place in the year 1782, and effected the downfall of the then reigning ministry. On this occasion he was, on the 30th of March, appointed one of the commissioners for executing the office of lord high admiral, on the 8th of April he was advanced to be admiral of the blue, and immediately afterwards invested with the chief command in the West Indies, as successor to the late lord Rodney.

He hoisted his flag on board the *Jupiter*, of fifty guns, that ship being ordered to carry him out to his command. He sailed from Plymouth towards the end of May, a day or two only previous to the arrival of the frigate bringing the important intelligence, that the count de Grasse had been totally defeated on the 12th of April preceding. This victory reflected so sudden and dazzling a brilliancy on sir George Rodney, who, before, was neither in favour with the new ministry, nor by any means popular as a commander, that to continue him on the same station was thought a compliment due to him as an officer, under whose auspices so brilliant a transaction had taken place. An express of recall was accordingly dispatched after Mr. Pigot, but too late; he had sailed too long to be overtaken, and the appointment was suffered to proceed, modified, as it is said, by a conciliating apology to sir George, who, at the same time, was advanced to the dignity of a peer of Great Britain. Mr. Pigot proceeding to Jamaica, took upon him the command, and, having hoisted his flag on board the *Formidable*, of ninety-eight guns, proceeded, as was customary at that time, to America, during the hurricane months.

The shattered fleet of France, even though it had been possible for it to have formed a junction with the naval force in that quarter belonging to Spain, which was of considerable strength, not chusing, after the late chastisement, to hazard a second contest, the season passed over, and, indeed, the  
show

short remainder of the war also, without any remarkable occurrence taking place, or any enterprize being executed by the very powerful armament under his orders. When the treaty of peace was concluded, as may be remembered to have been the case early in the year 1783, Mr. Pigot, of course, returned to England, and never took upon him any farther command. He continued in the commission for executing the office of lord high admiral no longer than the 30th of December, 1783, and then quitted it on a well-known political convulsion, equally violent and extensive with that which first introduced him to it. He retired soon afterwards totally from public life, not having even been returned to the new parliament, as representative either for Bridgenorth, where he had considerable influence, or any other place. He was, however, on the 24th of September, 1787, advanced, as his right, according to the rules of the service, to be admiral of the white squadron, and died at Bristol, having attained the justly earned reputation of an able commander, as well as of an honest and gallant man, on the 15th of December, 1792.

PORTR, Jervis Henry,—entered into the navy about the year 1732; and, soon after the commencement of the war with Spain, was promoted to be commander of the *Speedwell* sloop of war: from thence he was, on April 3, 1746, advanced to be captain of the *Flamborough*, a twenty-gun ship. In 1748 he was appointed from this vessel to the *Pensance*, a fifth rate of forty-four guns; in which ship he proceeded to Louisburg with a squadron, commanded by rear-admiral Watson, and returned with him to England at the close of the year\*. In the year 1755, he was made captain of the *Prince Frederic* of seventy guns. He was afterwards removed into the *Hercules*, of seventy-four guns, in which ship he had the fortune to fall in with a French ship of war, carrying seventy-four guns, called the *Florissant*†. The same which  
had

---

\* In the month of July ensuing, he was employed in convoying the homeward-bound Baltic trade from the Sound.

† Of this encounter captain Porter gave the following account, which we have been induced to insert at length in justice to him, and that it may be seen, though unfortunate and unsuccessful, he behaved  
112 with



had some time before been engaged in the West Indies, by captain Turle, in the Barkentine. The wounds he

with a degree of gallantry and spirit, only more glory and conquest.

"On the 10th instant, at eight o'clock, being in the latitude of about 36 degrees 40 minutes North, and the wind at S. W. we saw a sail to windward, which we followed after discovered her top gunner took a shot at us, and fell the down lasking upon us. About ten o'clock we fired a shot at her main-top gallant-mast head, which we observed to have a light at the main-top-mast head (the shot was observed to have between two English ships of war upon a reef, after parting company). She neared us very fast, and we plainly discovered her to be a large ship of war. At two in the afternoon, a Dutch galliot passing near us, we hoisted a French jack at our ensign staff, and fired a gun to leeward. At half past five, being about one mile to windward of us, and abast our beam, coming down as before, seemingly with an intention of coming to anchor, her guns were run out below, she hauled her jack down and hoisted her ensign and pendant. We shortened sail, hauled down the French jack, hoisted our colours, hauled our ports up (which were at this time down) and ran our weather guns out, upon which she moved a cry hauled her wind and set her main-sail and stay-sails. We then discovered her to be a seventy-four gun ship, having fourteen ports below. We made sail and stretched ahead of her and tacked, passing her to leeward. At six tacked again and stood after her, found she kept away large. We bore after her keeping her a little upon the lee bow to prevent her choice of engaging at a distance. About three quarters after one, being pretty near up with her, though not near enough to engage, she put her helm hard a starboard and gave us her larboard broadside, and then keeping on as before, we on her starboard broadside. We then immediately starboarded our helm ran right down upon her whilst she was loading her guns, and getting close to her ported our helm and began to engage, as the guns bore down her. At half past ten we were so much as to have come to a short way when she took the advantage of, and passed the rest, she could see us; we did the same after her, and continued to chase until eight o'clock, morning, when we saw the smoke of our shot at a great distance. The chase was about four or five miles from us, being it might be up some way with her into the night, and being to engage our lives with her, but we were not able to do so in two places, our fire was so much spent that when we came afterwards to the last of our shot, we were obliged to engage very much that day, which we did not do. We then tacked our helm and bore down upon her, and fired a shot at her, and she shot at us, but we were not able to do so, and being out of the shot we retired. The chase was not seen to be with the great ship, and we were not able to do so.

received



received in the encounter, as stated beneath, compelled him to resign his command on coming into port\*, but he resumed it again on his recovery, and afterwards served, under the command of vice-admiral sir C. Saunders, in the Mediterranean. We have no farther account of him, except that he died on the 31st of March, 1763.

PROBY, Charlest. — This gentleman, who is still living, is the fourth son of John Proby, esq. sometime representative for the county of Huntingdon; and afterwards, in two successive parliaments, for the borough of Stamford. His mother, who died June the 10th, 1726, was Jane Levison, daughter to John, first lord Gower. Having betaken himself to a naval life, and served with the greatest credit to himself in the different subordinate stations, he was, on the 17th of September, 1746, promoted to be captain of the *Lyme*. In the month of August 1756, immediately after the recommencement of hostilities with France, he was appointed to the *Syren* frigate, and before the end of the same year was promoted to the *Medway*, of sixty guns. Soon after this appointment a complaint was preferred against him, by some of the people under his command, of having exercised undue severity towards them; a charge which, after proper

\* In 1758 he commanded the *Magnanime*, a third rate, of seventy-four guns, in the Channel fleet, under the orders of lord Anson, commodore Howe having removed from that ship into the *Essex*, for the purpose of commanding the various desultory expeditions which then took place against the coast of France. His lordship resumed his command on his return.

† The family of Proby came originally from Wales, and were there named Ap Probyn; but they have flourished for many ages in the county of Huntingdon. Randolph Proby, of the city of Chester, settled at Brampton in that county at the latter end of the fifteenth century: and by his wife, the daughter of — Bernard, had two sons, Ralph Proby, of Brampton, esq. who was living about the year 1580, and died in 1605 without issue; and sir Peter Proby, knight, who succeeded his brother, at Brampton; and at Elton in the same county. He served the high office of lord mayor of the city of London in 1622: in 1618 he was styled of Rans, in the county of Bucks; and died in 1624, leaving, by Elizabeth, daughter of John Thoroughgood, of Chivers, in Essex, esq. and relict of Edward Hen-  
 son, of London, gent. five sons and one daughter. Charles, the third son of sir Peter, was the great-grandfather of captain Proby and of  
 Carysfort.

investigation, was found utterly void of foundation. In 1757 he was one of the commanders employed, under Sir Edward Hawke, on the unsuccessful expedition against Rochfort\*.

In 1760 he was appointed to the *Thunderer*, of seventy-four guns, and, not long afterwards, ordered out to the Mediterranean and Gibraltar. In the month of June, 1761, he was sent, by Sir Charles Saunders, the admiral-in-chief on that station, to cruise off Cadiz with a small force of which he was senior or commanding officer, consisting of the *Thunderer*, his own ship; the *Modeste*, of 64 guns, the *Thetis* frigate, and *Favourite* sloop. The object of this little expedition was the interception of two French ships of war, the *Achilles*, of sixty-four guns, and the *Buffon* frigate, of thirty-two.

On reconnoitering the harbour of Cadiz, on the 14th of July, captain Proby found the enemy had so far escaped his vigilance as to have got out to sea. He immediately pursued, and with such success that on the 16th he discovered them. He came up singly with the *Achilles* about one in the morning on the 17th, and captured her after a very severe though short action of half an hour's continuance. The enemy made a most gallant defence, so that the *Thunderer* received very considerable damage in her masts and rigging, besides having seventeen men killed in the action, and one hundred and thirteen wounded, several of them so desperately that nearly twenty died. Captain Proby himself, though fortunately in a slight degree only, in the right arm, together with his second and third lieutenants, were among the wounded. He continued in the Mediterranean and in the same command during nearly the whole of the war. In 1766 he commanded the *Yarmouth*, of sixty-four guns, one of the guardships stationed at Chatham. Soon after quitting which, he was, in 1769, appointed commodore, and commander-in-chief in the Mediterranean, as successor to commodore Spry. During a considerable part of the

\* "In their passage captain Proby spoke with a Dutchman from Nantz in Dort, who told him that the *Leve* was expected to be attacked at Rochelle, or St. Martin; & the *Leve* did not at all escape, was laid on all the shipping in France &c. — *Ann. 1757*.

time he was absent on this service he had his broad pendant on board the *Pembroke*, of sixty guns; and, in 1770, received a reinforcement of several ships, in consequence of a sudden equipment which was said to have taken place, on the part of France, at Toulon, which consequently raised no inconsiderable grounds of jealousy: but this cloud passing away without creating any tempest, Mr. Proby returned not long afterwards to England.

Soon after his arrival, that is to say, in the month of June 1771, he was appointed comptroller of the victualling accounts, an office which he resigned before the conclusion of the year, on being made commissioner of the navy resident at Chatham\*. This office he has ever since continued to fill with the highest reputation for diligence, activity and integrity †.

REYNOLDS, John,—was, on the 30th of October, 1746, promoted to be captain of the *Arundel*. We believe him to have been immediately afterwards ordered to Georgia, where he continued many years. He is said in some accounts, particularly by Beatson, to have been appointed governor of that colony as early as the year 1745, but we do not find any actual commission for that purpose to have been signed till the year 1753 or 4, in one of which it is most probable his actual investment with that office took place. Previous to the latter time, we conceive he was only commander of the small naval force kept on that station for its protection, a circumstance which, very possibly, caused the mistake. He retained the government till the year 1758, when he returned to England; but we do not find him mentioned during the remainder of the war except as having commanded the *Firme*, of sixty guns, on the Mediterranean station. No mention is made of him after this time till the year 1769 or 70, when he was appointed captain of the *Burford*, of seventy guns, one of the guardships stationed at Plymouth. Early in 1771 he removed into the *Defence*,

---

\* In the ensuing year he had the misfortune to lose a son, who unfortunately fell into the hold of the *Victory* then lying in ordinary at that port.

† He married Sarah, daughter of — Pownall, esq. by whom he had issue two sons, Charles and Baptist Levison.

of seventy-four guns, a ship put into commission at the same port in consequence of the apprehended rupture with Spain.

This appears to have been his last command in the capacity of a private captain. On the 31st of March, 1775, he was promoted to be rear-admiral of the blue, as he was, on the 3d of February, 1776, to be rear-admiral of the white; early in the month of January 1778, to be rear of the red; and, on the 29th of the same month, to be vice-admiral of the blue. On the 1st of September, 1780, he was farther advanced to be vice-admiral of the white, a rank from which he experienced no farther promotion till the 24th of September, 1787, when he was made admiral of the blue. This advancement he did not long survive, dying at the very beginning of the year ensuing.

SAYER, James,—was, on the 22d of March, 1745-6, promoted to be captain of the Richmond frigate, which is not only the earliest information we have been able to collect concerning him, but also comprises the whole of our intelligence relative to his services during the current war. We have no account of the stations or ships in which he was employed subsequent to the above time, till the year 1758, when he commanded the Nassau, of seventy guns, one of the squadron sent on the expedition against Gorée, under the orders of Mr. Keppel. The leading particulars of this attack and enterprize, even those in which Mr. Sayer bore a conspicuous share, have been already related at some length in our account of the commander-in-chief\*, and to which it is consequently, in the present instance, needless to add.

He continued in the Nassau during the remainder of the war; but is not otherwise mentioned than as having, in 1762, been attached to the squadron ordered into the Channel, under the orders of Sir Edward Boscawen, his royal highness the duke of York. We have no account of his having, after he quitted this ship at the conclusion of the war, held any subsequent command or appointment, during the time he continued a private captain. On the 18th of October, 1770, he was promoted

\* See page 516 et

to be rear-admiral of the blue, but does not appear to have been invested with any command. On the 31st of March, 1775, he was promoted to be rear-admiral of the red; and, on the 3d of February, 1776, to be vice of the blue; on the 28th of April, 1777, he was made vice-admiral of the white, which was the highest rank he lived to obtain, dying, in England, on the 15th of October following.

SHULDHAM, or SHOULDHAM, (as it is spelt by Archdale) Molineux, Lord, — is the second son of the reverend Samuel Shulldham, of the diocese of Ossory\*, in the kingdom of Ireland. He went to sea at the very early age of ten years; and after passing through the different subordinate stations was, on the 12th of May, 1746, promoted to be captain of the *Sheerness*, a frigate at that time employed in cruising off the coast of Scotland. No farther mention is made of him in the service till towards the end of the year 1754, when he was appointed to the *Seaford*, of twenty guns. He was not long afterwards made captain of the *Warwick*, of sixty guns, and ordered to the West Indies, where, on the 11th of March, 1756, sometime before the actual declaration of war, he had the misfortune to fall in with three French ships of war, the *Prudent*, of seventy-four guns; the *Atalante*, of thirty-four; and the *Zephyr*, of thirty. According to the French accounts, their ships were mistaken for merchantmen, and captain Shulldham would not open his lower ports till a broadside from one of the frigates convinced him of his mistake. He then made all the sail he could set in the hope of making his escape, but in vain; the enemy's ships sailing and working much better than the *Warwick*, the latter was soon surrounded, and, after as good a defence as it was capable of making, compelled to surrender †.

Captain

---

\* His lordship is descended from a family of Shulldham, in Germany; and his father, the reverend Samuel Shulldham, was beneficed in the diocese of Ossory. He married Elizabeth, daughter of Daniel Molyneux, of Ballymulvy, in the county of Longford, esq. (by his wife Catharine, daughter of Thomas Pooley, of Dublin, esq.) and sister to Pooley Molyneux, of Ballymulvey, who died, unmarried, in 1772; and bequeathed his estates, of about 1600l. a year, to the eldest son of his sister, by Mr. Shulldham.

† We shall subjoin an account given of this transaction, in a letter from the West Indies, written soon after the time, and since that published

Captain Shuldham's conduct on this occasion was, immediately after his exchange, investigated before a court-martial, by which he was most honourably acquitted, and, in consequence, was appointed to the *Panther*, a ship of sixty guns, launched a short time before. In the month of November following he was ordered to the West Indies under the orders of commodore Hughes, who was sent thither with the squadron destined to join Mr. Moore, and proceed on the attack of the French islands. He particularly distinguished himself at the attack of Basseterre, the capital of the island of Gaudaloupe, which surrendered after a very spirited defence, from which the assailants received very considerable damage.

In 1761 captain Shuldham was appointed to the *Raisonable*, of sixty-four guns, a ship taken from the enemy not long before. He was ordered at the close of the year to the West Indies, with admiral Rodney, who was sent thither with a very formidable armament, to attack the island of Martinico. This ship was one of those appointed, under sir James Douglass, to silence some batteries on the coast; in endeavouring to perform which service, when leading in, she ran on a small reef of rocks of which the pilot was ignorant. The ship was totally lost, but all the people together with the stores, were saved. Captain Shuldham in a few days afterwards commanded the right division of the boats which landed the army under general Monckton, but is not afterwards mentioned during the continuance of the war; and indeed after his last accident does not appear to have held any commission. We have for some years no farther particulars to relate concerning this gentleman, except that, in March 1766, a ridiculous and ill-founded report of his death was circu-

---

lised verbatim, by some historians, as the most authentic that is to be met with.

“ The *Warwick*, of sixty guns, who had been cruising off the coast of Martinico, and had taken several French prizes, fell in with the *Prudent* man of war, of seventy-four guns, who had in company with her a sixty gun ship, and a frigate of thirty-six guns. The *Warwick* perceiving herself thus over-matched endeavoured to get clear by making a running fight, and actually had got clear of the large ships, but the frigate, being ordered to chase, came up under her stern and raked her terribly, by which means she was kept in play till the *Prudent* again came up, and the *Warwick* struck.”

lated,

lated, and with so much peremptoriness, as to gain no inconsiderable degree of credit.

The next mention we find made of him in the service is, that about the year 1768, he was appointed to the *Cornwall*, a third rate of seventy-four guns, lying at Plymouth; and afterwards, in the beginning of the year 1771, was commissioned to the *Royal Oak* of the same force, one of the ships ordered to be equipped, at Plymouth, in consequence of the apprehended rupture with Spain. In 1772 he was appointed governor of Newfoundland, and on his return at the close of that year to England, brought with him an Esquimaux chief, who was presented to his majesty. He continued in the same command during the three succeeding years without meeting with any remarkable occurrence. On the 31st of March, 1775, he was advanced to be rear-admiral of the white, and, at the general election which took place in the ensuing autumn, was returned member for Fowey, in Cornwall. On the 3d of February, 1776, he was advanced to be vice-admiral of the blue; a short time before which he was appointed to command on the American station, and proceeded thither having his flag on board the *Chatham*, of fifty guns.

General Howe having evacuated Boston with his army early in the year 1776, proceeded to Halifax under the protection of Mr. Shulldham's small squadron, from whence he was, together with the troops and storeships, convoyed, in the month of June, to Staten Island by the vice-admiral, who, on the 31st of July, was, by writ of privy seal, bearing date the 24th of June preceding, raised to the dignity of a baron of the kingdom of Ireland. Numerous as was the fleet under his lordship's protection, consisting of an immense number of transports, victuallers, and storeships, it was convoyed in the greatest safety to its place of destination, having suffered not the smallest diminution or loss either by capture or accident. The troops were immediately afterwards landed on Staten Island without interruption, and every preparation made under his lordship's auspices for commencing offensive operations immediately on the arrival of lord Howe and the reinforcements which were daily expected from England.

Nothing



Nothing material, far as his Lordship was particularly concerned, took place during the time of his continuance in America. He returned from thence early in the year 1777, and did not take up on him any active employment till after the commencement of hostilities with France in the ensuing year: he was then appointed to command the additional convoy sent with the outward bound West Indian and American fleets, as it is sometimes necessary in time of war in order to protect them to a safe latitude. This service he executed with success. After his return he received a commission, appointing him port admiral at Plymouth, a station he continued to hold, except at some intervals of absence; during which his place was supplied by vice-admiral Munk, till after the conclusion of the war in 1783. Since that time he has not accepted any command, so that we have nothing farther to give in addition to this relation, except the account of his several promotions: of these, we believe the following to be the dates: vice-admiral of the white, on the 19th of March, 1779; vice of the red, September the 26th, 1780; admiral of the blue, September the 24th, 1787, and admiral of the white, February the 1st, 1793.

SMITH, Abel.—The first information we have of this gentleman is, that he was promoted to be captain of the *Surprize* frigate on the 22d of January, 1745-6. In the month of July, in the ensuing year, he was, according to some accounts, appointed captain of the *Crown*, a ship then newly launched at Deptford: but we dare not assert this for a positive fact, being somewhat doubtful whether it was captain Abel, or captain Elliot Smith, of whom some account has been already given\*. He is also said to have accepted, after the conclusion of the war in 1748, the command of the *Hunter* sloop; and, in the ensuing year, to have been promoted to the *Centaur*. The same caution, however, which raised our doubt as to his appointment to the *Crown*, is equally forcible with regard to his subsequent commands, and prevents our asserting as a certain fact, that he was the individual person who was, in 1757, appointed to the *Royal Oak*. This is the last account, even on presump-



tion, that we have relative to this gentleman, except that he died in England on the 12th of May, 1756.

**STEPHENS, Nathaniel.**—This gentleman is scarcely, to reckon with propriety, entitled to a place here. He was, on the 1st of February, 1746, promoted to be captain of the *Lively* frigate, and died in the East Indies holding the same station (but never having had his commission confirmed by the admiralty board) on the 23d of March, 1747.

**VAUGHAN, John,**—was, on the 11th of August, 1746, appointed captain of the *Solebay* frigate. He is one of those officers who have lived to reach, with the greatest credit to themselves, the highest rank in the service, without ever being fortunate enough to experience a single opportunity of acquiring that celebrity every gallant man is ambitious to obtain. So little mention is made of him while he continued on the list of private captains, that we have not been able to collect any account whatever even of his appointments, except that he at one time, not precisely to be ascertained, commanded the *Subtile*, a frigate of twenty-six guns, taken from the enemy by the *Portland*, at the end of the year 1746; and at another period the *Juno*, of thirty-two guns. Undistinguished as these are, so high was the opinion entertained of him, and from private information we have received it appears most justly so, that he was promoted, according to his seniority \* on the list, through the several ranks and degrees of a flag-officer till he at length reached that of admiral of the blue. The following appear to be the dates of his different promotions: rear-admiral of the white, March the 31st, 1775; rear of the red, February 3, 1776; on the 29th of January, 1778, vice of the blue; on the 19th of March, 1779, vice of the white; and of the red, on the 26th of September, 1780: on the 24th of September, 1787, he was raised to be admiral of the blue; but never in any of these stations accepted of any command. He died at his seat at Trecon, near Haverfordwest, on the 7th of November, 1789.

---

\* In 1771, on the prospect of a rupture with Spain, he was appointed regulating-officer for the port of Milford and the district of South Wales.

**WEBB, James,**—was, in 1745, commander of the Jamaica sloop, a vessel at that time employed as a cruiser in the Channel. At the close of the year we find him mentioned as having, in company with the Amazon, captured a stout French privateer, belonging to Granville, carrying sixteen carriage and swivel guns, with a crew of one hundred and five men. He afterwards made prize, in the month of April, of a second of the same force, called the Postillion, of Dieppe; as he also did a third, of inferior strength, on the 28th of May, at the back of the Isle of Wight, together with a prize taken by her immediately before. These repeated instances of his activity were rewarded by his promotion, on the 25th of June, 1746, to be captain of the Surprise frigate, in which he was equally assiduous and successful. In the month of November, being at anchor off Newhaven, he discovered two French privateers in chace of some merchant vessels. He immediately slipped, and giving chace came up with, and captured one of them after three hours pursuit; the other effected her escape. In the beginning of the ensuing month he was equally fortunate, having rescued an English West Indianman, and captured the privateer \* which was in pursuit of her.

At the commencement of the year 1747-8, he was ordered out on a cruise with the Rainbow, which was put under his command. On the 22d of January, being at the entrance of the bay of Biscay, he discovered two ships standing different courses. He immediately made a signal for the Rainbow to chace one, while he himself pursued the other, which he captured in the dusk of the evening, after firing a few shot at her. It proved a very consequential prize, being a packet, called the Palme, belonging to the French king, bound from Brest to the West Indies, and mounting twelve carriage guns. The Rainbow was equally successful, having taken the ship she was sent in pursuit of, a very large privateer belonging to Granville, called the Count de Noailles, carrying twenty-two carriage guns, and manned with a chosen crew of one hundred and fifty men.

---

\* The Laurette, of Dieppe, carrying twelve carriage and swivel guns.

Still in the current of success, captain Webb in three days afterwards re-captured a very valuable snow from Antigua, bound to London, taken a few days before by the Dauphin Royal privateer of St. Maloes. From persons on board this vessel the first intelligence was received in England of the success which had attended the British squadron, in the capture of the greater part of the convoy which had escaped from sir Edward Hawke, in the preceding autumn, when L'Etendiere's squadron was so completely discomfited by him. We have no subsequent account relative to him till after the recommencement of the war with France in 1756, when he was appointed to the Sunderland, of sixty guns. After quitting the ship last-mentioned he was made captain of the Antelope, in which he died on the 14th of May, 1761.

WELLARD, Robert, — was, on the 31st of May, 1746, promoted to be captain of the Roebuck, from which ship he was, not long afterwards, removed into the Hattings frigate. He was ordered early in the year 1747-8 to cruise in the North Seas, and off the coast of Holland, principally for the purpose of protecting the British commerce in that quarter from the depredations of privateers. In this service he had no indifferent success, having, on the 26th of March, captured a vessel of that description, belonging to Calais, carrying twenty carriage and swivel guns; and on the 23d of the ensuing month a second, belonging to Boulogne, called the Duke de Rambouillet, of somewhat inferior force. We find no farther mention made of him in the service, from which we believe him to have retired many years previous to his death. He is said by some to have afterwards accepted the command of one of the Dover packets, and to have retained this station till his death, which happened, at Dover, on April 15, 1776.

WRAY, Charles, — was, on the 9th of December, 1746, promoted to be captain of the Rye frigate. He was not long after, ordered to America, on which station we find him mentioned, in the month of May, 1748, as the captor of two privateers, one Spanish, the other French, which he carried into Charlestown. The next notice we find taken of him is in the year 1756, when he was one of the captains ordered to the Mediterranean, in the month of September, as passengers on board the Am-  
I
buscade,

buscade, for the purpose of supplying the place of those officers, who were ordered to England as evidences on the approaching trial of the unfortunate admiral Byng. We believe him, on this occasion, to have been appointed to the Captain, of seventy-four guns.

Soon after his return from thence he appears to have been appointed to the *Augusta* yacht. As we know him to have commanded that vessel in 1761; and do not find any intervening mention made of him in any more active station, we suppose him to have continued in that we have just pointed out till the time of his death, which happened in the year 1773.

# INDEX

## TO THE FIFTH VOLUME.

	Page		Page
<b>A</b> DAMS, Roger -	360	Bully, William -	367
Allen, Robert -	3	Burnaby, Sir William	131
Allen, Edward -	64	Bury, Thomas -	134
Allison, Thomas -	422	Byron, Hon. John -	423
Amherst, John -	275		
Andrews, Thomas -	360	CALLIS, Smith -	136
Aylmer, Henry, Lord -	64	Calmady, Warwick -	244
		Campbell, William -	77
BALCHEN, George -	4	Carteret, Phillip -	139
Bamff, Alex. Ogilvie -	66	Catford, Charles -	245
Bargrave, Charles -	67	Chadwick, Richard -	284
Barker, John -	361	Cheap, David -	77
Barradall, or Borrowdell,		Cockburne, George -	83
Blumfield -	279	Cokburne, John -	439
Bateman, Hon. William	362	Coleby, Charles -	84
Beaver, Edmund -	279	Collins, Richard -	285
Bentley, Sir John -	280	Colville, Alexander, Lord	286
Birmingham, Hon. John	362	Cornish, Sir Samuel -	139
Bertie, Lord Thomas -	283	Cornwall, Frederic -	288
Bertie, Lord Montague -	4	Cosby, Henry -	368
Bladwell, William -	363	Cotes, Thomas -	12
Blofs, Thomas -	422	Craven, Thomas -	439
Bolton, Harry Powlet,		Crookshanks, John -	149
Duke -	5		
Bonfoy, Hugh -	364	DANDRIDGE, William	85
Bowdler, John -	284	Daniel, Lionel -	369
Boys, or Boyce, William	233	Dawney, Hon. George	160
Brett, John -	67	De L'Angle, Merrick	161
Brett, Sir Piercey -	239	Denis, Sir Peter -	369
Broderick, Thomas -	69	Dennis, Henry -	86
Buckle, Matthew -	365	Dent, Cotton -	440
VOL. V.		K k	Dilke,

# INDEX.

	Page		Page
Dilke, William - -	87	Gordon, William - -	299
Dodd, Edward - -	245	Graham, Right Hon. Lord	
Douglass, Sir James - -	290	George - -	22
Douglass, John - -	441	Graves, Samuel - -	301
Draper, John - -	88	Gregory, Thomas - -	91
Dudley, Obrien - -	442	Grenville, Thomas - -	190
Duff, Robert - -	444	Griffin, Thomas - -	392
Durell, Philip - -	167		
Durell, George - -	375	HADDOCK, Richard	304
Dyve, Henry - -	375	Hamar, Joseph - -	92
		Hamilton, Hon. John	92
EDGCUMBE, Geo. Earl		Hanway, Thomas - -	305
of Mount Edgcumbe	293	Hardy, Sir Charles - -	99
Edwards, Richard - -	16	Hardy, John - -	307
Elliot, Elliot - -	298	Harland, Sir Robert - -	454
Elliot, George - -	298	Harmon, William - -	457
Ellis, William - -	88	Harrison, Henry - -	24
Elton, Jacob - -	88	Harrison, Thomas - -	308
Erskine, Robert - -	170	Herbert, Henry - -	104
		Hewet, Sir William - -	32
FALKINGHAM, Edw.	448	Hill, John - -	392
Faulknor, Samuel - -	448	Hodfell, James - -	192
Fawler, John - -	375	Holburne, Francis - -	33
Fenwick, Benjamin - -	90	Holcombe, Essex - -	42
Ferguson, John - -	451	Holmes, Charles - -	193
Fermor, Hon. William	375	Hore, Daniel - -	105
Ferrers, Washington Shirley,		Horne, Edmond - -	392
Earl of - -	452	Howe, Richard, Earl - -	457
Fielding, William - -	246	Hughes, Sir Richard - -	43
Fincher, Thomas - -	376	Hughes, Robert - -	393
Forbes, Hugh - -	377	Huish, Henry - -	473
Forrest, Arthur - -	380	Hume, John - -	394
Forrester, Right Hon. Geo.		Hyde, Frederic - -	473
Lord - -	16		
Fowke, Thorpe - -	173	Jasper, Richard - -	394
Frankland, Sir Thomas	18	Jeffreys, Robert - -	396
Frogmore, Rowland - -	21	Jelfe, Andrews - -	473
		Innes, Thomas - -	474
GAGE, John - -	247	Jolly, Thomas - -	44
Gardiner, Arthur - -	383		
Gayton, Clark - -	387	KEPPEL, Lord Viscount	308
Geary, Sir Francis - -	175	Kerley, Anthony - -	475
Gideon, Solomon - -	21	Knight, Sir Joseph - -	475
Goddard, Samuel - -	247	Knowler, Charles - -	476
Godsalve, Henry - -	90	Knowler, Thomas - -	476
		4	LAKE,

# INDEX.

	Page		Page
LAKE, Thomas -	107	Peyton, Edward -	55
Laton, Sheldrake -	107	Phillipson, John -	353
Legge, Julian -	477	Philpot, Thomas -	112
Leflie, Lachlin -	346	Pigot, Hugh -	497
Limeburner, Thomas -	44	Pitman, John -	253
Lisle, William -	45	Porter, Jervis Henry -	499
Lloyd, John -	396	Powlet, Charles -	254
Lloyd, John -	478	Pratten, Edward -	254
Lofting, Samuel -	347	Pritchard, John -	204
Long, Charles -	107	Proby, Charles -	501
Lovet, John -	109	Purvis, Charles Wager -	60
		Pye, Sir Thomas -	112
MAISTERSON, Samuel	397		
Man, Robert -	397	RENTONE, James -	62
Marth, William -	247	Reynolds, John -	503
Martin, Roger -	47	Rich, Edward -	411
Maynard, Robert -	47	Robinson, Robert -	353
Mitchell, Matthew -	48	Rodney, Lord -	204
Mogg, Thomas -	348	Rogers, Sir Frederic -	115
Molloy, Sir Charles -	203	Rosewell, Henry -	412
Montague, Hon. William	400	Rous, John -	412
Montague, John -	480		
Moore, Sir John -	250	SAUNDERS, Sir Charles	116
Murray, Hon. George	51	Saumarez, Philip -	256
		Sayer, James -	504
NOEL, Thomas -	403	Scott, Arthur -	258
Norbury, Conningsby	349	Shulldham, Lord -	505
Norris, Harry -	53	Simcoe, John -	259
Northesk, Geo. Carnegie,		Smith, Elliot -	228
Earl of -	109	Smith, Abel -	508
Nucella, Timothy -	404	Somers, Thomas -	353
Nutt, Justinian -	404	Spragge, Edward -	354
		Spry, Sir Richard -	414
OBRIEN, Lucius -	405	Stanhope, Sir Thomas	417
O'Hara, Patrick -	349	Stephens, Nathaniel -	509
Orme, Richard -	411	Stepney, George -	260
Osborne, Peter -	54	Stevens, Charles -	229
Osborne, James -	350	Stewart, Henry -	260
		Stringer, John -	419
PALLISER, Sir Hugh	483	Stuart, Hon. Archibald	419
Parry, Francis -	204	Sturton, Thomas -	261
Parry, William -	350	Swanton, Thomas -	127
Peers, James -	111	Swanton, Robert -	354
Pett, Robert -	54	Swayland, Henry -	127
		TAYLOR,	

## INDEX.

	Page		Page
TAYLOR, Polycarpus	261	Watkins, Richard	270
Thompson, Bradshaw	63	Watkins, John	271
Thomson, Ormond	358	Watson, Nathaniel	129
Tiddeman, Richard	420	Webb, James	510
Toll, Edmund	358	Wellard, Robert	511
Toms, Peter	263	Weller, John	421
Tucker, Thomas	127	Wickham, John	233
Tyrrel, Richard	264	Williams, Thomas	360
VAUGHAN, John	509	Wilson, John	360
Vanburgh, Giles Richard	359	Wray, Charles	511
Utting, Astby	128	YOUNG, Benjamin	64
WARD, Henry	128	Young, James	272
Waring, Rupert	129	Young, Robert	130

END OF THE FIFTH VOLUME.













3 6105 011 978 751

STANFORD UNIVERSITY LIBRARIES  
STANFORD AUXILIARY LIBRARY  
STANFORD, CALIFORNIA 94305-6004  
(650) 723-9201  
salcirc@sulmail.stanford.edu  
All books are subject to recall.  
DATE DUE

Stanford University Library  
Stanford, California

Stanford University Libraries  
Library of Theological Studies  
Library of Theological Studies  
Library of Theological Studies

